

China Mail

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UNWISE POLICY

GRABBING A FAMILY FORTUNE

LIABILITY TO JAPAN

Point for National Government to Ponder Over

QUESTION OF CONTROL OF CHINA'S IRON SUPPLIES

[By a Special Correspondent]

It has been generally accepted that certain economic products must be at the disposal of the world's demands, irrespective of the country in which they happen to be situated. For instance, it would be impossible for the United States of America to place an embargo on the export of petroleum products. Similarly, it would be uneconomical for Britain to prohibit the export of coal.

The object of this article is to point out to the National Government of China the unwise policy of not permitting the development of Chinese mineral resources and to emphasise the even worse policy of strangling an already developed industry. I refer to the confiscation of the Sheng interests in the Han Yeh Ping mines.

SHARES IN HAN YEH PING CO.

The Han Yeh Ping mines were developed by the energy of and with the capital of the late Mr. Sheng, who was undoubtedly one of China's greatest industrialists. Hampered by want of capital, local and official opposition, yet all the time realising the potentialities of the iron industry in China, before his death he succeeded in his ambition to organise a Chinese company to operate smelting furnaces, coal mines, and steel plant larger than anything of its kind in China.

He was then faced with the difficulty of obtaining a suitable market for his iron ore and pig-iron. The dearth of iron ore in Japan came to his aid but, in order to comply with the demand for iron in that country, he had to enlarge his operations and seek further capital. It was only natural that he should turn to Japanese sources for financial help, in return for which he made an agreement for the supply of the product they so much needed.

Government As Partner
To make matters clear, it is necessary to point out that part of the capital required for the development of Mr. Sheng's enterprises had been found by the provincial and central authorities of China who, therefore, became his partner, and the Government must—as his partner—have been aware of Mr. Sheng's financial arrangements and agreement with the Japanese.

Can the amazement with which the confiscation of the Sheng family fortune was received in not only financial but political circles be wondered at?

It is understood that the confiscation of this large estate was ordered by the National Government on the grounds that the late Mr. Sheng had acquired his fortune as an official of the former Manchukuo Government. Moreover, that it was acquired by fraudulent methods.

Japanese Loans
Be this as it may, certain facts remain, firstly, that in the Han Yeh Ping enterprise the Chinese Government itself was a partner and this partnership was in force not only during the Manchukuo period but was continued under the Republic regime. As late as 1924 this partnership was still in force. In that year, owing to heavy losses, the shareholders of the Han Yeh Ping Co. demanded an official enquiry, the result of which, I believe, has never been made public.

Japanese interests, who had from time to time lent the Han Yeh Ping concern many millions of dollars, again came to their aid and lent them several million more, these millions being spent in building new and more modern blast furnaces.

Left to Rot
Owing to labour troubles, civil war and strikes, the modernisation of the plant was never completed and much of the material purchased for this purpose was left to rot. I have purposely avoided going into detailed figures of the various loans made by the Japanese, as these can be obtained from any standard work of reference.

But, and here is where, perhaps, the hidden hand appears, and where, possibly, the danger lies. The National Government, by the confiscation of the Sheng fortune, must have acquired the Sheng interests in the Han Yeh Ping Co. Incidentally, as the Sheng family held the controlling interest, the National Government must also have acquired the Han Yeh Ping

obligations to the Japanese and it would be interesting to know whether they realise this fact.

Japanese Position
It would be invidious to point out that they appear to have caught a whale instead of a mackerel, unless they intend to repudiate the liabilities and retain the assets.

It would be elemental to believe that the Japanese will accede to any conditions repudiating this liability. It is possible that the National Government did not realise the liability they were letting themselves in for, or, again, it is possible that they intend to use this as an argument in settling their dispute with the Japanese. If the latter, a most dangerous position confronts both countries. It is inconceivable that the Japanese will force their claim. It is also inconceivable that the National Government is in a position to liquidate the debt and no foreign power can come to the aid of the Chinese Government in liquidating this debt as it is specifically laid down in the Han Yeh Ping loan agreement that the liabilities to the Japanese can only be repaid with Chinese money without resort to foreign loans for this purpose.

In the Event of War
This condition for repayment may appear peculiar. It is, in reality, a very natural precaution which the Japanese insisted on before making the enormous advances to the Han Yeh Ping Co. When one realises that in the event of war with any other country than China, Japan would be to all intents and purposes dependent on her supplies of iron ore and pig-iron on the Han Yeh Ping, the proviso that the repayment of the mortgages could only be made by Chinese without foreign aid is readily understood.

It was done to prevent any other foreign power obtaining control of the Han Yeh Ping and thus stifling Japan's supply of iron. Another part of the loan agreement will be just as, if not more, difficult for the Chinese to overcome and that is that the agreement called for the entire output of iron ore and pig-iron to be delivered to the Japanese at a fixed price.

[TO BE CONTINUED]

Who Mr. Sheng Is

[By "Li Chung-yin"]

The Mr. Sheng referred to is Sheng Kung-pao, better known to the Cantonese as Sing Suen-wai, one of China's old-time statesmen who believed in commerce and industry.

The Kiangsu Provincial Government (most of Mr. Sheng's family fortune is in Kiangsu province) has devised means to confiscate—call it what you will—certain properties.

Machinery has been set up for same. There is a 40 per cent. benevolent fund in which one of Mr. Sheng's descendants, and another have heretofore had the controlling voice. They have been accused of corruption. So the authorities constituted a new board of directors to administer the fund. Steps were taken. It is alleged that a sum of Taels 1,920,928.79 is owing to the fund by the unseated directors. So an edict has gone forth that certain properties valued at Taels 1,811,785.28 are to be taken over arbitrarily. The deficit of about Taels 100,000 is to be made up by three pawnshops outside Shanghai.
(Continued on Page 11.)

'NO FIGHTING,' SAYS NANKING

BEST SIGN OF PEACE

ADVANCING UNITS ONLY GOING AS FAR AS ANKING

ONLY 20,000 MEN SENT UP

The National Government at Nanking has announced that there will be no war with the regional authorities at Hankow.

So far the best sign is that only 20,000 troops have been sent up the Yangtze River, which number can hardly be considered even as an advance guard for operations against Hankow.

Furthermore, the destination of these troops is stated to be Anking, which is well outside Hankow's sphere of influence.

The only disconcerting feature of the news is that the Nanchang-Kiukiang Railway has been commandeered, presumably because the local pro-Nanking General is mobilising to defend his frontiers against Hankow, if necessary.

To-day's News
A Royal Naval communiqué issued this morning reads:—

"From Nanking it is reported that an estimated number of at least 20,000 men have now been sent up the Yangtze River. These consist of the 1st division from Pengpu and the 11th division from Tanyang and district. Their destination is understood to be Anking (which is in Anhui province, 163 miles above Nanking and 89 miles below Kiukiang which, in turn, is 142 miles from Hankow).

"Nanking officials are confident that no fighting will take place. There appear to be no troops moving up-river above Kiukiang. The Nanchang-Kiukiang Railway (in Kiangsi province) was commandeered (by the local military) on March 7 for troop movements. The units at present in Kiukiang are the 11th division (sent up by Nanking, see first paragraph of communiqué) and the 35th brigade.

"Three transports full of Nanking troops passed Wuoh, bound up-river on March 8. On the other hand, two brigades of Hankow troops are reported to have moved down-river to Wuoh."

Hankow's View
The Hankow authorities are very reticent regarding the threatened crisis, and appear anxious to avoid a break at all costs, for which it is believed Nanking must take the initial step before trouble can break out.

Hankow troops in the vicinity of Wuoh are estimated at 10,000. No further movements are pending, nor is there further information as to what action will be taken by Nanking. The position here at present is merely one of watchful waiting.

Help for Nanking?
Shanghai, Yesterday.
The latest reports are to the effect that General Feng Yu-hsiang is likely to throw his influence on the side of Nanking.

It is reported that Feng Yu-hsiang's forces are replacing Chiang Kai-shek's in northern Kiangsu and

JAPAN TO CONCEDE?

TREND OF NEGOTIATIONS WITH CHINA

"AN EARLY RESUMPTION"

Nanking, To-day.

Early resumption of the negotiations between China and Japan is predicted. Reports received in Shanghai from Japan sources which state that the Japanese Government, giving important concessions to China cannot, as yet, be confirmed in Chinese official circles.

Dr. C. T. Wang (the Chinese Minister for Foreign Affairs) is not coming to Shanghai this week-end.

Tokyo, To-day.
Commenting on the latest news from China, the Premier (Baron Tanaka), who is also Minister for Foreign Affairs, informed the Press that no agreement had yet been reached by China and Japan but the negotiations, he added, are progressing very satisfactory.—
Reuter.

FINE GENERALLY

"N. E. winds, fresh; fine generally," is the forecast till noon to-morrow for Hong Kong, the adjacent coast and Formosa Channel.

At 10.31 a.m. to-day the Observatory reported:—The anticyclone continues to weaken in the vicinity of south Patan, but an increase of pressure is indicated over South Manchuria.

Fresh monsoon prevails along the S.E. coast of China and over the North China Sea.

PROHIBITION

WHAT THE NEW REGIME IS DOING

Washington, Yesterday.
With the stricter enforcement of prohibition under the new regime, the Legations may have to get their own liquors to convey liquor for their use. Exemption of Legation liquor from seizure has hitherto been extended to liquors delivered by the goods but the Transport Company has now been informed that the Legation must be its last.—
Reuter's American Service.

southern Shantung, enabling the latter to be transferred to the Yangtze Valley.

The Kwangsi group (in authority at Hankow and Canton) shows a desire to clear up the Hunan issue, but General Li Tsung-jen, interviewed by the "North China Daily News," while protesting against rumours of "impending war," and stating that there has never been a dissonance between the Hankow leaders, and those of Nanking, said that it was within the power of Hankow to dismiss officials who were negligent, and Lu Ti-ping had been found inefficient.—
Reuter.

A DIRECTOR OF AIR SERVICES

NEW APPOINTMENT

LOCAL GOVERNMENT AND CIVIL AVIATION

HARBOUR MASTER IN CHARGE

Two new positions in the local Government Service are announced in the "Gazette" to-day in a long list of appointments.

Of primary interest is that of Director of Air Services, presumably referring to Civil Aviation in so far as it applies to the Colony. The Hon. Commander G. F. Hole, R.N. (retired), Harbour Master, etc., has been appointed to act as such in addition to his other duties. It is interesting to note that the appointment is ante-dated to February 23, 1929.

Another new post is that of "Chinese Assistant Medical Officer of Health" who, obviously, will be in the department of Medical and Sanitary Services. The appointee is Dr. Kok-cheung Yeo (Yung Kwok-cheung in Cantonese).

New Aide-de-Camp
The appointment by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) of a new Aide-de-Camp in Lt. F. G. Sillitoe, Royal Marines, is also gazetted.

In accordance with the local custom, His Excellency has granted the local rank of Captain on the new A.D.C. Captain A. J. L. Whyte, Royal Engineers, Aide-de-Camp hitherto, has been appointed "Private Secretary in addition to his other duties." Mr. W. R. Scott, an Assistant Superintendent of Police, who acted as Private Secretary until a few days ago, has resumed duty as A.S.P., New Territories, North, at Tai-po.

Captain Sillitoe is an all-round sportsman who, during his two periods of service in Hong Kong, showed preference for cricket and hockey, at both of which games he shone. He was first on the aircraft carrier, H.M.S. "Hermes," and then went home to come out again on H.M.S. "Kent," the flagship of the China Station.

Other Appointments
Mr. John Barrow, of the Cadet Service, has been appointed an Assistant to the Secretary for Chinese Affairs.

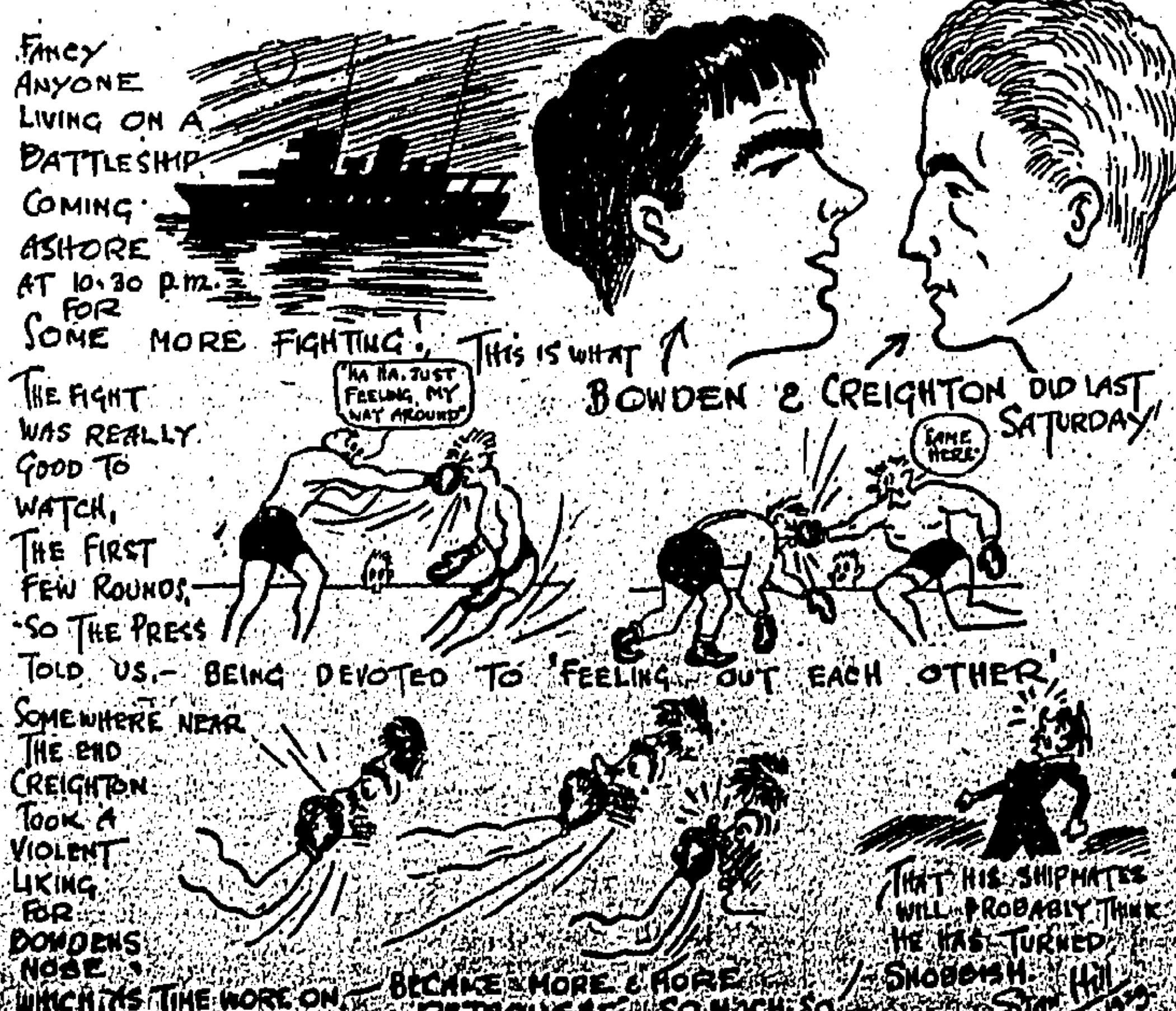
Mr. T. H. King, having become Captain Superintendent of Police in the absence on leave of Mr. E. D. C. Wolfe, C.M.G., the appointment of Mr. King temporarily to be a member of the Legislative Council has also been gazetted.

With effect from February 1 and during the absence on leave of Mr. H. B. L. Dowling, Mr. H. R. B. Hancock serves as a member of the Licensing Board.

CHINA AND FRANCE

Nanking, Yesterday.
Dr. C. T. Wang (Minister for Foreign Affairs) and Count D. de Martel (French Minister to China) conferred this morning and are meeting again to-morrow morning.—
Reuter.

Face Lifting At The City Hall



Under the auspices of the British and French, Bowden & Creighton, H.M.S. "Cornwall," departed for the East on Saturday.

IS THAT SO?

Thoughts Terse, Perverse—and Worse.

Latest news: Hong Kong tramway chases Hong Kong Tramway Co.'s bus!

Racing special: The Kowloon Marathon winner is to be allowed a walk over in the St. Peter's Church Club Marathon.

The Italian globe-walker, who arrived in the Colony during the week, is to be allowed five months start in the forthcoming Marathon.

On condition he leaves off macaroni for a week beforehand.

It transpires that the majority of lucky numbers at the Races were unlucky—to the holders.

A reward is to be offered to the first traffic director who can direct traffic.

Shipping intelligence: Master mariners are warned against going on the rocks at the Macao fan-tan schools.

If they would avoid breach of promise or divorce suits they are further advised not to hug the coast so much in future.

Beauty hint: That silly blush banished: Wash your face with Blank's best Broadway booze and you'll banish your blushing habit.

The sole patentee is advised to call in and settle with our advertising manager straight away—or he'll find himself blushing in front of a blue paper.

A COMMON SAYING



Wicket language has again commenced.

Strange how none of those Ferry passengers advertise their vacant stare to let.

Many of the Chinese passengers seem to be natives of Spithead.

Australians' score in fifth Test: Two for tea.

Stock Exchange note: School shares have been taken off the market until after Easter.

The A.D.C. have been asked to produce at Fanling during Easter: "One Up and Two to Play."

Since the A.D.C. show many local Mas have been heard to enquire whether Mr. Mas is married or married.

This week's gardening hint: Buy your vegetables from a green grocer.

Repulsed: The offer of a matched free of charge for next bathing season.

People who laugh out loud at the jokes made by the Banvard Musical Opera Co. on their return visit are to be charged double.

Addressing a meeting of the Kowloon Tong residents the Mayor declared that he was adamant; whatever others thought of the Peace Pact he was satisfied that no better site could be chosen than Prince Edward Road.

A chap went to the barber's the other day for a hair-cut.

He refused to pay for more than that one hair.

Found in Paddy's Market: One gold tooth with gold crown; reward most desirable or same will be pawned to pay expenses of this advt.

A new serial story is promised locally: "Flat Racing" by an Englished Couple.

"Candid communications": Young Peakite with little or no means would like to meet an elderly lady (the older the better) with view to becoming her heir.

English as used by the Water Authority: "Pressure in the City districts will be reduced nightly between the hours of 10 p.m. and 6 a.m.—Always thought 6 a.m. was morning!"

And still some of our esteemed (and otherwise) contempts will tell us of the funeral of the late . . . As if we were in the habit of burying live folk.

They also rush to tell us of the number of "dead bodies" dumped on the streets during the small-pox epidemic.—A live body is not at all likely to wait for a newspaper par. about it.

For sale in Tai-po: One pair of boots, suit elderly gent. of outdoor disposition.

At the last meeting of the Tai-po District Council it was announced that a letter had been sent to another similar local outfit on the other side of the Sound notifying them that the Mayor had adopted Patagonian citizenship and had applied for permission for change of name to Sarah Mosquitomad Pankhurst, Inc.

Local advt. "For sale, 1929 model car."—Must have got mixed up with the "S.C.M. Post" announcement of Kelly and Walsh's 1929 Diaries.

A contemporary, speaking of the plight of the Home miners, says that there is not so much loafing but they are apparently quite content to starve.—On the principle that half a loaf is better than no bread.

Cable from Tai-po (confirmed 33 seconds later from Kowloon Tong): This year All Pools Day and Easter Monday synchronise.—A further argument in favour of the Fixed Easter that two Great Festivals in the Colony should clash.

Being still the warm season the English cricketers do not require a Fender to help them in Australia.

An extra race meeting at Happy Valley does not always mean a few extras to spend the day after.

Looks as if the Aussies are fighting with their backs to the Wall.

In front of the "Happy Garden Cafe" in Kowloon is a trench with water pipe openings.

Ready for trencher-men?

To be upstages with the "London Hairdressers" at Wanchai the New York Band are exhibiting their signboard in Nathan Road.

The Linotype Company claim that they have the best Plant in the East.

Addition to last week's health hint: "How to Get Thin"—Use the Star Ferry turnstiles thrice daily between meals.—To Get Thinner: Use them immediately after meals.

The chief sensation of the fifth Test match so far appears to be the tea interval.

There has as yet been no whisper of Third Degree methods at the University exams in the local schools.

At the Magistracy: An unemployed Chinese was fined \$5 for disturbing the traffic control at the corner of Queen's Road and Arsenal Street. He alleged that the lights persisted in winking at him.

Sports note: The "draught" final has been postponed until the end of the cold season.

The weather remains bracing and racing.

A tooth's head molar with a pink streak of hair and a quarter inch has been caught at Wigan.—
—Last week's weekly

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Reserve Funds \$1,000,000
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COMMERCE
AND
FINANCE.

STOCK EXCHANGE

ELECTION OF COMMITTEE FOR 1929/30

AN APPRECIATION

At the meeting of members of the

Shanghai Stock Exchange a few days

ago when the Chairman and Commit-

tee were elected for the ensuing year

a pleasing note was struck when dur-

ing the election, Mr. H. H. Read

said: "Gentlemen: you will, of course,

have noted the list of candidates. This

is much to be regretted. Mr. Hayim

has been our Chairman now for sev-

eral years and I say without hesita-

tion that he has carried out the duties

of the position in a highly commenda-

ble manner. There have been many

difficulties to face, some of them most

pleasant. His actions have been coura-

geous and his views eminently sound.

I understand that Mr. Hayim will be

absent during the summer and I think

in wishing him a pleasant holiday, at

the same time expressing regret that

he will not be here to help the Com-

mittee, at least with his advice, in

the many problems which still face

us (loud applause).

The Committee elected was as fol-

lows:—Mr. A. A. Brady, chairman;

Messrs. S. W. S. Gubbay, W. R.

Lemarchand, G. J. W. Morgan, N. H.

Rutherford, Committee, Mr. G. J. F.

Fitzgerald, Acting Secretary.

Distributors

Except for those engaged in sale

direct to the consumer the past year

has been very unfortunate for this

section of the industry. The decline

in the value of the stock carried over

from 1927 of rather over 22 per cent

has been a severe blow to the aver-

age dealer, and the opportunities for

averaging by genuine wholesale dis-

tributors were very few. It is possi-

ble, however, that those engaged in

retail trading have experienced more

favourable conditions of the average

for the full year than had been the

case for the preceding years, while

they are in a stronger position to face

any advance in value owing to the

opportunity offered on many occasions

of securing lower prices for goods

at or under actual cost of produc-

tion.

Consumers

Allowing for natural growth in

population it is apparent that tea still

maintains its position as the most

popular beverage. Last year's return

of the population for the last quarter of 1927,

referred to in these notes for that

year, was not due to any drop in con-

sumption, but rather (as a result of

the high level of cost then current)

to a contraction in the duty paid stocks

held by distributors. It is fair to

assume that this circumstance has now

been adjusted and that stocks of duty

paid tea in the country this year are

fully up to normal.

India

Latest cables received estimate that

the crop from Northern India will

be about 340,000,000 lb. in the previous

season. It is unlikely, however, that

any portion of the increase will have

to be absorbed by the London market,

certainly up to December 31 the of-

take by other markets showed a de-

cline in the value of the crop. How much

of this is due to increased consumption

in those markets and how much merely

to the replenishing of stocks it is

too early yet to estimate.

Ceylon

The imports of Ceylon tea into Great

TEA TRADE

REVIEW OF THE PAST YEAR:

GRAVE ANXIETY

STATISTICAL POSITION

During 1928-29 those interested in

the production of tea appeared to en-

joy special privileges, but conditions

entirely changed in the past year, and

as in 1925, so to an even greater ex-

tent in 1929, very grave anxiety at

one period must have been experienced

by those engaged in this section of

the industry.

Reviewing the year, Messrs.

McMeekin & Co. say:—

With the exception of a temporary

recovery during May, the average

price of all tea sold in the London

market declined month by month till

the end of August. Some attractive

offerings of new season's teas during

September created an improvement in

the demand, and prices showed an ad-

vance for the month of October. The

position about the current in August.

The improvement, however, was of

very short duration for Indian tea, as

for this growth the average for Oc-

tober showed a drop of 1/4d. with a

further fall of 1/4d. per pound in No-

vember. For the full year the aver-

age price of all garden tea sold on

the London market showed a drop as

compared with 1927 of over 2 1/2d. per

pound. This represents a fall in pro-

ducers' income on the portion of the

crop sold in London of between

£3,500,000 and £4,000,000. Of this sum

much the larger proportion was suffer-

ing by Indian companies, and it is a

very great compliment to the direc-

tors of those companies to report that

the capital value of the shares of the

35 leading companies (tabulated by the

India Tea Share Exchange, Ltd.,

though lower at times during the

course of the year, actually stood on

December 31, as compared with De-

cember 31, 1927, at a reduction in value

of only £2,165,000.

Distributors

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FOR SALE.—One Morris Oxford Motor Car 1928 model, 5 Seater, in perfect condition. Owner driven. Apply Box No. 589, c/o "China Mail."

TO LET.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply to: Mrs. Chan, Orient Building, 587, Nathan Rd.

TO LET.—A Spacious and Well-Lighted Godown, 151, Praya East. Apply:—Gande, Price & Co., Ltd.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

TO LET.—"Bellevue," No. 6, Peak Road. Fully furnished 6-roomed house with early possession. Apply to Percy Smith, Seth & Fleming.

TO LET.—From 15th May to 30th November, No. 293, The Peak. Five roomed house fully furnished, with three modern Bathrooms, Garden, 8 minutes rickshaw from Tram and on Motor Road. Apply John Fleming, c/o Lowe, Bingham & Matthews.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fan Ling (in On Lok Village). Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply:—KWONG SANG HONG LTD., 250, Des Voeux Road Central.

TUITION**SPECIAL PHYSICAL CULTURE CLASS.**

Mme BARONELLI, ARTISTE.—School of dancing for children and adults. Special Physical Culture class for Stout and Stiff Ladies. Address 31, Ashley Road, Kowloon (Back of Star Theatre).

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WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS AND SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY (Camb. Higher Local).
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GUNS.—Greener, Webley & Scott, B.S.A., J. W. Needham & Ruff. **Prizes.**—Air Rifles—Barnard, S. & W. **Rifle Accessories.**—Apertures, Sights—Sporting, regulates Cartridges to suit all bores.
THE HONG KONG SPORTING ARMS AND AMMUNITION STORE.
54, Beaconsfield Arcade.

NOTICES.

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

LOST.

APPLICATION has been made to this Company to issue to Mr. BERNARDINO DE SENNA FERNANDES, of Macao, a duplicate Certificate for Forty Shares in this Company numbered 491406/491445, or other Certificates in lieu thereof, upon statement that the original Certificate No. 8252, dated 18th September, 1928, has, together with a signed blank transfer, been lost or mislaid; and notice is hereby given that, if within thirty days from the date hereof no claim or representation in respect of such original Certificate is made to the Company, this Company will then proceed to deal with such application.

For the CHINA LIGHT & POWER CO. (1918), LTD.,
SHEWAN TOMES & CO.,
General Managers,
Hong Kong, 8th March, 1929.

GREEN ISLAND CEMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the 40TH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on WEDNESDAY, the 13th day of March, 1929, at Noon, for the purpose of receiving a Statement of Accounts and a Report of the Directors for the year ended 31st December, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 4th day of March, 1929 to WEDNESDAY, the 13th day of March, 1929, both days inclusive.

By Order of the Board of Directors,
SHEWAN TOMES & CO.,
General Managers,
Hong Kong, 21st Feb., 1929.

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY GENERAL MEETING will be held at the Company's Offices, P. & O. Building, on FRIDAY, 22nd March, 1929, at 11 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1928, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 11th March, 1929, to 22nd March, 1929, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 1st March, 1929.

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.**NOTICE TO SHAREHOLDERS.**

THE SIXTIETH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on TUESDAY, the 26th March, 1929, at 11 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1928.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1929, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers,
The Hong Kong Fire Insurance Co., Ltd.,
Hong Kong, 5th March, 1929.

TANG YUE, DENTIST

Successor to the late SIEN TING,
14, D'Aguilar Street.

TERMS VERY MODERATE
Consultation Free.

UNCLAIMED TELEGRAMS.**THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.**

The following unclaimed telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—
Gould Warship, from Weybridge, Ksede, Passenger, "Haruna Maru," care of Yuseu, from Bombay.
M. Openshaw, Hong Kong Hotel, from Shanghai.

S. LACK,
Superintendent,
Hong Kong, 7th March, 1929.

NOTICES.**HONG KONG JOCKEY CLUB.**

THE FIRST EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, March 9, 1929, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, up to Friday, March 8, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge. Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Hong Kong, March 4, 1929.

TO-DAY

and every day

drop in for a
"quick one"

at the

ST. FRANCIS HOTEL.**FREE SNACKS**

every day from
10.30 — 12.30

and

5.30 — 7.00 p.m.

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The directory is invaluable to everyone interested in overseas commerce, and a copy will be sent by parcel post for 22 net cash with order.

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Government and Admiralty Coal Contractors.

HOUSE COAL

Peak at \$23.00 per ton.
Upper Level \$22.00 "
Middle Level \$21.00 "
Central Office \$20.00 "
Kowloon \$17.00 "

The above prices include delivery charges to destination.

DISTILLED PEIPI WATER

for distilling drinks.
A great remedy for long troubles, stops that irritating cough.
45 cents per bottle.

On Sale at:
SHING CHAI TONG DRUG STORE.
Established 1922.
180, Queen's Road C.

SOCIAL EVOLUTION**SUPREME IMPORTANCE OF CHARACTER****THEOSOPHICAL LECTURE**

At this week's public meeting of the Hong Kong Lodge, The Theosophical Society, Mr. J. Russell gave a lecture on "Social Evolution." He said in brief:—

In the Middle Ages blind belief in dogmas was held to be of supreme importance, and even to-day it is largely believed that we die and go to Heaven after having led a poisonous life, if we only profess repentance at the death bed. Even to-day it is considered by many that the only thing necessary for salvation is to accept the teachings of the Church, whether acceptable to one's mind and reason or not, and the Church will pave the way to salvation for the repentant reprobate—repentant because he has no longer the strength to sin, and because the fires of hell are otherwise said to be waiting for him. It was the fear of retribution which threw him into the hands of the Church, to save his miserable soul. But such an idea or belief is rapidly dwindling away, no longer can man be persuaded that whatever destruction one has caused and done during his life time, that all will be well with him if he only repents on his death bed. How wrong it is to teach that if our belief in salvation is strong enough, at death that we then may enter the Holy of Holies along with those who have given of themselves freely more lip belief, thoughtlessly accepted from outside and seldom thought about will not get us very far.

The modern view teaches the supreme importance of character, and it is recognised that in a universe of law happiness and well-being ultimately befalls the righteous liver. In all the worlds it is well only with the righteous man. Yet repentance, if sincere, is of tremendous importance, as a man's thoughts modify, even create, his inner character which is the outcome of his thoughts in previous lives; and that which a man thinks on that he finally becomes. Man is created by thought. Beliefs are effective only if they are not mere lip beliefs, but parts of a man's own innate thoughts, affecting all his actions according to their strength and the extent they occupy his thoughts. Hence the enormous importance of ideals, for according to the thoughts brooded over by the mind, cherished in the heart, will be the conduct of the

SAM KU WEST**EXCELLENT DOUBLE BILL FOR QUEEN'S****COMMENCING TO-MORROW**

A special added attraction will be offered Queen's Theatre patrons during all performance from tomorrow to Saturday next, one that should fill every seat in this commodious theatre, for it is seldom that Hong Kong audiences have the opportunity and pleasure of seeing such a varied entertainment.

Sam Ku West, Victor recording artist and radio entertainer, will make his first local appearance, together with "The Harmony Trio" who are past masters of the ukulele and other string instruments. A feature of the entertainment will be an item played at one and the same time on two steel guitars by Sam Ku West himself.

Not the least among the artistes is Miss Aida Kawakami, a clever and talented Japanese dancer, who will be seen in a number of classical dances.

The picture programme is also an excellent one, the chief film being "Skirts," Syd Chaplin's latest comedy made in Britain and played by an all-British cast.

Altogether, a splendid evening's entertainment is promised, and, in view of this, crowded houses should be the rule during the season. A complete change of programme will be given on Tuesday and again on Thursday.

Lord Strathclyde, formerly president of the Court of Session, Edinburgh, who died in October last leaving £136,895, by codicil revoked legacies to friends, servants, and institutions, the money having been paid during his life.

outer life. "Action" is threefold, two parts being invisible and one part visible. Desire breeds it, thought shapes it, act manifests it. An ideal is a fixed idea created by the mind, nourished by desire, and ever seeking to express itself in action. Therefore the force of religious ideals and their bearing on the citizens must not be disregarded by those who guide religious societies.

Modern society is the embodiment of the common mind of its individual members, and each individual member adding to its wealth of thought is adding life to the whole of society, hence the supreme importance of individual thought and individual ideals for the progress of social evolution.

YOUR TRAVEL ARRANGEMENTS ARE NOT COMPLETE

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COOK'S TRAVELLERS' CHEQUES

ISSUED IN STERLING AND U.S. DOLLARS.

THOS. COOK & SON (BANKERS) LTD.

AND

WAGONS-LITS CO.

Pedder Bldg. (1st Floor), Pedder Street, Hong Kong.

JUST RECEIVED

A new shipment of

TOILET ARTICLES AND SOFT GOODS

at reasonable prices.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.

HOUSE BEAUTIFUL**DESIGNS IN PLEASING SUBDUED SHADES**

The furnishing department of Whiteaway's has just received a fine range of the latest designs in materials for curtain in many pleasing subdued shades which are guaranteed to be fadeless either through washing or the effect of the sun.

In the matter of lace curtains there is one particularly dainty design cream lace with coloured borders, which gives one a very restful feeling in any room of the house.

A novelty curtain material is the "Silk" in numerous shades. The prettiest of these are the "Sunset" and "Rainbow" designs, which catch the light and take on various tints in subdued shades. This material can also be used to make very chic cushions. The silk casement is a very alluring line in curtains.

For covering Chesterfields, chairs, etc., there is no more beautiful and serviceable material than the cretonne velvet which is also in stock.

Other good lines at present in hand are the Marmet "prams" of British make in three models—the "Gilder" and others with swung bodies and sprung bodies.

The prices, as usual, are surprisingly reasonable having regard to the quality of goods offered, this sustaining the reputations of Whiteaway's values.

Skin Irritations Quickly Healed

By the Pure Antiseptic

"You will be surprised to see how quickly you can get relief from eczema, psoriasis, scabies, and other skin troubles. Just apply the pure cooling liquid LAYOCH. It soothes the skin, soothes and healing the irritated tissue. ITCHING STOPS INSTANTLY. LAYOCH is clear and pleasant. One bottle makes a 200 sq. cm. and costs 1/6. Made in U.S.A. and sold by all good druggists. Cheong Aun Tong & Co., Proprietors, Singapore, Hong Kong, Shanghai, etc."



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, healthy friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM which is entirely free of animal fat and other injurious substance has been proved most reliable and unequal in curing the above ailments. The great demand for this BALM which runs to a MILLION POTS each year testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF? OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Small Pots \$0.25 each
Big Pots \$0.60 each

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capability is weakened and you are hindered greatly in your social duties. You attend to your daily work with the feeling of a tired and old man, and you return home in a depressed and miserable state to your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" when occasion arises.

10 CENTS per packet.

ENG AUN TONG THE TIGER MEDICAL HALL.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

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OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on/or about 19th March.
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From Hong Kong.

S.S. "TIMAVO" Sails on/or about 9th March.
M.V. "REMO" Sails on/or about 12th March.
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M.V. "VIMINALE" Sails on/or about 2nd April.

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FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 2nd May.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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Telephone Central 1030.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.
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TAIYO MARU Wednesday, 20th March.
TENYO MARU Wednesday, 27th April.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
SHIDZUKA MARU Monday, 25th March.
YOKOHAMA MARU Monday, 8th April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HAKUSAN MARU Saturday, 6th April.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 20th March.
AKI MARU Wednesday, 24th April.
BOMBAY via Singapore, Penang, & Colombo.
CEYLON MARU Monday, 11th March.
SADO MARU Sunday, 17th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUVO MARU Friday, 19th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU Friday, 5th April.
NEW YORK via PANAMA.
TAKEYO MARU Tuesday, 10th March.
MAYEBASHI MARU Saturday, 30th March.
LIVERPOOL via Port Said, Geneva, Marseilles.
LYONS MARU Sunday, 17th March.
CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU Friday, 15th March.
NAGATO MARU Friday, 29th March.
SHANGHAI, KOBE & YOKOHAMA.
TOKUSHIMA MARU (omit S'hai) Wednesday, 13th March.
KITANO MARU Tuesday, 19th March.
AKI MARU (Nagasaki direct) Friday, 22nd March.
†Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
AMAZON MARU Tuesday, 12th March.
ALASKA MARU Thursday, 11th April.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
HAWAII MARU Tuesday, 19th March.
LAPLATA MARU Tuesday, 25th April.
BOMBAY—Via Singapore & Colombo.
INDUS MARU Wednesday, 20th March.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOMBASA—Via Singapore & Colombo.
CANADA MARU Sunday, 31st March.
CALCUTTA—Via Singapore, Penang & Rangoon.
CELEBES MARU Monday, 18th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
AFRICA MARU Monday, 11th March.
PARIS MARU Saturday, 23rd March.
MELBOURNE—Via Manila, Brisbane & Sydney.
BURMA MARU Saturday, 6th April.
BANGKOK—Via Saigon.
HAIPHONG—Via Hanoi & Peking.
MENADO MARU Thursday, 14th March 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
CHITPUKU MARU Thursday, 14th March.
AMUR MARU Sunday, 17th March.
KEELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 10th March Noon.
CANTON MARU Sunday, 17th March Noon.
TAKAO—Via SWATOW & AMOY.
DEL MARU Thursday, 14th March, 10 a.m.
TAKAO & KEELUNG.
SOURABAYA MARU Thursday, 4th April.
For further particulars please apply to—**OSAKA SHOSEN KAISHA.**
Tel. Central No. 1695, 1697, 1699. M. TAKEUCHI, Manager.



SHIPPING SECTION.

F.O.B. CONTRACT

DEPTH OF WATER AT A
WHARF
NOVEL DISPUTE

No authorities were discoverable by counsel for the plaintiffs dealing with circumstances quite like those of the steamship "Arkona," whose charterers brought their quarrel with sellers of her cargo before a King's Bench Divisional Court, consisting of Mr. Justice Shearman and Mr. Justice Finlay, on appeal from the City of Court.

The charterers, Messrs. Hecht, Pfaffner (London), Ltd., had purchased several tons of scrap metal from Messrs. Sophus Berendsen (London), Ltd., of Philpot-lane, in the City.

The wharf is on the City of London wharf. This wharf is on the Thames at East Greenwich. The charterers of the "Arkona" sent her to the wharf to load, and the wharf owners would not have her alongside. As a result the cargo had to be taken out of her in lighters, and the charterers sued the sellers of the cargo on their contract for the cost of the conveyance to the wharf. Their bill was reduced in order to take the matter to the City County Court, and the County Court judge, Judge Sheppard, found that the sellers were free from liability, and the charterers must pay the cost of the lighterage. He said the wharf owners were not the general agents of the defendants.

The Divisional Court have found the judge wrong in saying the sellers of a cargo f.o.b. are not liable for the cost of placing the cargo on board a suitable tendered ship.

The case for the appellants charterers was argued by Mr. H. G. Robertson and Mr. S. K. de Forgas, instructed by Messrs. Ashurst, Morris, Crisp and Co., and for the vendors by Mr. K. S. Carmichael, instructed by Messrs. Denton, Hall and Birgin.

It was explained that when the contract was made, inquiries were made on behalf of the appellants as to the depth of water at the wharf, and satisfactory assurances were given. It was on this that the "Arkona" was chartered, and a copy of her charter was sent to the defendants. The contention for the plaintiffs was that it was the duty of the defendants to load the cargo on the ship at the wharf, at any rate to put it on board. Plaintiffs had no contract with the wharfingers. It was for the defendants to obtain their permission for the mooring of the vessel, and where the vessel was moored the defendants had to fulfil their contract to put the material in her. No suggestion was ever made that the "Arkona" was not a suitable ship. "Among all the authorities on f.o.b. contracts," said Mr. Robertson, "not one deals with a situation like this." The answer of the respondents was that there was no legal duty upon them until the ship came alongside. That was the deadlock with which the parties were confronted.

Mr. Carmichael, for the respondents, suggested that evidence before the judge showed that the ship was not a suitable ship in all the conditions, and on the judge's findings the wharfingers must be held to have made a mistake as to the ship they were to expect.

Judge's Mistake

Mr. Justice Shearman, giving judgment, said the judge below carefully avoided using the word "unsuitable" in relation to the vessel. He called a vessel not "acceptable" to the wharf owners. The case was by no means free from difficulty, but he thought the judge had made a mistake. The judge said the wharfingers were not the agents of the sellers, and it was true that they were not their general agents. But the judge went wrong in continually asking whether the wharfingers had been reasonable or not in what they did. The real question was, had the charterers fulfilled their obligation to the sellers? The contract was f.o.b., with the collateral duty on the buyer to provide a suitable ship. Had he done it? If he had, his right matured to call on the

seller to put the cargo, sold f.o.b. on board. The place of delivery was to be another party's private wharf.

The charterers acted correctly from first to last. They communicated only with the sellers. They spoke to the sellers about the condition of the wharf, and the sellers referred them to the wharfingers. When told of the vessel, the wharfingers said in effect, "O.K., plenty of water." It might be that at the time they did not think of the length of the vessel. A second contract was made with the defendants, but it was in the terms of the first, and the ship provided was of the same kind and description, and as between the two contracting parties, a suitable ship for the contract. The question was not was it acceptable to the third parties, but was it one which the sellers agreed was suitable? The judge said the charterers did not fulfil their obligations, but they had no obligation except to send a suitable ship, and they sent that, with notice of the charter-party. The sellers had agreed the ship was suitable, yet they said, "because someone else takes objection to her we are not bound." There they were wrong. Though the wharfingers were not their general agents, the information which they gave the charterers, who defendants referred the charterers to them, was equivalent to information coming from the defendants. The defendants had said the ship was suitable, and the position appeared to be that the charterers had provided a suitable ship and the defendants were not ready to load. The employment of the barges then became a reasonable and necessary expense caused by the defendants' failure to perform their obligation, and the defendants must pay the cost of it. The judge's finding for the sellers would be set aside, the appeal would be allowed, and judgment entered for the charterers.

BELATED MAIL

FOUR OUT OF FIVE P. & O. STEAMERS LATE

The "Khiva" bringing the mails of January 17, did not arrive in Penang in time to allow the bags to catch the international express leaving for Bangkok on Friday morning, says the Bangkok "Times." This is the fourth out of the last five voyages made by the P. and O. Far Eastern line to fail to reach the Straits on time, with the result that the mails for Siam are delayed three or four days. The "Times" further commented that her other delayed sister vessels for she had not to go to Bombay. But as she was twenty-four hours late in arriving at Colombo no great optimism was felt as to her ability to arrive at Penang on time. And the pessimists were correct.

By the way, the Penang telegraph people worked off a little piece of red tape on Friday. A service telegram from Bangkok enquired if the mail had arrived, and the red tape expert at the other end replied that that was the matter for the postal side. If the operator had looked out of the window he could probably have seen the steamer at the nearby wharf.

IT'S AN ILL WIND

STRANDED LINER AT
ABERDEEN

The truth of the old saying—"It's an ill wind which blows no good," is again well established in the case of the stranded liner "Idaho." She lies on the beach at Aberdeen, and is proving an excellent source of revenue to the Aberdeen Corporation Tramway Department. The service of trams on the beach route is usually suspended during the winter months, but since the vessel went ashore almost a fortnight ago a special service has been run on the route, and over 50,000 passengers have travelled to the beach to look at what is going on. It is too much to expect that the Corporation will go fifty-fifty with the money which it has thus taken with either the underwriters and/or owners, or whoever may now be most interested in the vessel. What a silly suggestion. The vessel lies stranded at Aberdeen, and the party who is now most interested in the vessel will be lucky surely if they do not receive a bill claiming heavy damages to the pebbles on the beach!

CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES

M.V. "VIMINALE"

From Trieste, Venice, Brindisi, Port Said, Massana, Aden, Karachi, Colombo, Penang and Singapore.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3rd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 9th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 4th March, 1929.

CHINA COAST

CHANGES OF SHIPS' PERSONNEL

Captain A. Sinclair, from reserve, has gone master, "Changwe." Captain M. Bain, of the "Changwe," is on reserve.
Captain F. R. G. Cumming, from reserve, has gone master, "Hopsang." Mr. J. Rees, second officer, "Fausang," has gone second officer, "Fausang."
Mr. L. H. Johnston, second officer, "Fausang," has gone second officer, "Fausang."
Mr. D. B. Smith, second officer, "Sulwo," has gone acting chief officer, same ship.
Mr. H. T. Sawyer, from reserve, has gone extra second officer, "Sulwo." Mr. E. J. A. Porter, from reserve, has gone chief officer, "Yatahing." Mr. J. J. McLeavy, second officer, "Loongwo," has gone acting chief officer, "Mingang."
Mr. L. T. C. Crawley, chief officer, "Mingang," has resigned.
Mr. C. Moore, second engineer officer, "Mingang," is on reserve.
Mr. R. M. Sangster, from reserve, has gone second engineer officer, "Mingang."
Mr. R. B. Symington, third engineer officer, "Sungwo," has gone third engineer officer, "Leesang."
Mr. J. Moalem, third engineer officer, "Leesang," has gone to shore employment.

LOW OUTPUT

U.S. SHIPBUILDING
OUTLOOK

Although the shipbuilding returns, compiled by "Marine Engineering and Shipping Age" for 1928, show a marked decrease in the amount of tonnage built in U.S. shipyards as compared with the total for the previous year, state New York advices, it is pointed out that the reason of the passage of the Jones White bill, the outlook for 1929 is very encouraging.

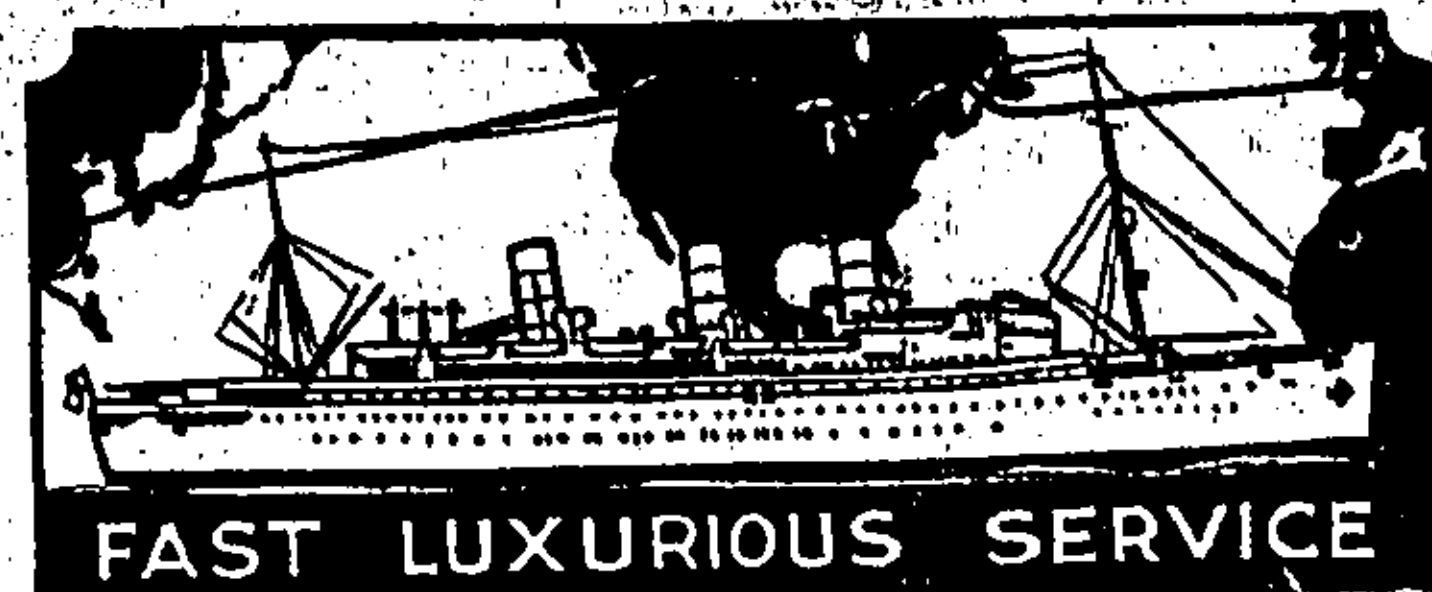
It is shown that plans and specifications have either been prepared or are in process of preparation for the construction of 20 passenger and cargo vessels for carrying the mails to foreign countries as a result of the passage of the Jones White bill. These vessels will range from 10,000 to 20,000 tons deadweight and from 13 to 18 knots speed. They will be provided with up-to-date facilities for passenger service.

The mail contracts awarded to American shipowners also provide for the construction within the next five years of 12 additional relatively large and fast combination passenger and cargo vessels. Plans are also being developed for the present time for the construction of at least 20 other vessels of various types for coastwise, inter-coastal or harbour service.

During 1928, 452 merchant vessels of all types were delivered with a total of 331,521 gross tons. These figures are reported by 42 shipyards; 38 of the yards reported 124 merchant vessels of 104,305 gross tons now under construction. The output in 1928 represents a decrease of 41.5 per cent. as compared with that of 1927, and an increase of 2.5 per cent. over that of 1926.

The tonnage under construction shows a loss of 30 per cent. as compared with that on order at the end of 1927. Forty-four yards were active during the year as compared with 51 in 1927, 41 in 1926 and 49 in 1925. Of the vessels delivered in 1928, 36 per cent. were propelled by steam machinery, 15.8 per cent. consisted of motorships and the remaining 48.2 per cent. were barges or other non-propelled craft. Of the vessels now under construction, 58.2 per cent. are motorships, while barges and non-propelled craft represent 25.5 per cent.

Of the tonnage built in 1928, Atlantic Coast and Gulf shipyards constructed 80 per cent.; Great Lakes yards, 6 per cent.; Western Lakes plant, 30 per cent.; West Coast yard, 4 per cent.; 75 per cent. of the tonnage now under construction is being handled in Atlantic coast and Gulf yards, 8.1 per cent. in Great Lakes yard, 11.6 per cent. in the Western river yards and 8.3 per cent. on the West Coast.



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[1,058 tons—Capt. O. B. Wilks.] [649 tons—Capt. G. J. Spink.]

MARCH. MARCH.
MON. 11th FRI. 22nd SAT. 8th MON. 25th
SUN. 17th WED. 27th THURS. 14th SAT. 30th
TUES. 19th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloon. The "Tai Hing" is fitted with Wireless. These vessels leave Hong Kong for Wuchow (via Samshui, Shihshing, Takshing & Dosing) and return to Hong Kong (via same Ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

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S.S. "CITY OF PEKIN" London, Rotterdam, Amsterdam & Hamburg 9th March.
S.S. "CITY OF KHARTOUM" London, Rotterdam, Amsterdam & Hamburg 13th April.
S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.
S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF DUNKIRK" via Suez Canal 18th March.
S.S. "CITY OF LILLE" via Suez Canal 17th May.

ALSO AGENTS FOR

ANDREW WEIR & CO.

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S.S. "WAINWAIN" via Suez Canal 10th April.
S.S. "OAKBANK" via Suez Canal 10th May.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINROW" 15th April.
Loading for Mauritius, Senegal, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KHIVA	9,135	16th Mar.	Marseilles, London & Hull.
KHIVBER	9,135	23rd Mar.	Marseilles & London.
*PADUA	9,307	28th Mar.	Marseilles, London, Antwerp, Rotterdam & Hamburg.
MALWA	10,980	30th Mar.	Marseilles, London & Hull.
*MIRZAPORE	6,715	1st Apr.	Straits, Colombo & Bombay.
NALDERA	10,980	15th Apr.	Bombay, Marseilles & London.
KARMALA	9,135	20th Apr.	Marseilles & London.
MANTUA	10,940	27th Apr.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	11th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	19th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	17th Apr.	Singapore, Penang & Calcutta.
TILAWA	10,000	23rd Apr.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	28th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	3rd May	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	30th Mar.	Manila, Sandakan, Thursday Island.
ARAFURA	6,000	3rd Apr.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	31st May	
ST. ALBANS	4,500	5th July	
ARAFURA	6,000	2nd Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*GAMBADA	5,307	9th Mar.	Shanghai, Moji, Kobe & Osaka.
KHIVBER	9,114	10th Mar.	Shanghai.
*NAGPORE	5,283	12th Mar.	Shanghai, Moji, Kobe & Yokohama.
NALDERA	10,980	15th Mar.	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe, Yokohama & Osaka.
KARMALA	9,128	22nd Mar.	Shanghai, Moji, Kobe & Yokohama.
*ALHORE	5,273	23rd Mar.	Shanghai, Moji, Kobe & Osaka.
*LAHORE	5,252	25th Mar.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	28th Mar.	Amoy, Moji, Kobe & Yokohama.
TAKLIWA	7,936	1st Apr.	Amoy, Moji, Kobe, Yokohama & Osaka.
*KIDDERPORE	5,334	30th Mar.	Moji & Kobe.
MANTUA	6,000	29th Mar.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	10,940	9th Apr.	Moji, Kobe, Osaka & Yokohama.
*JEYPORE	5,318	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	12th Apr.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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Passengers for Rangoon must defray their own hotel expenses at Singapore while awaiting the on-carriage steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

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SAILINGS FROM HONG KONG.

S.S. "CITY OF DUNKER"	via Suez Canal	18th March
S.S. "LAOMEDON"	via Suez Canal	10th April
S.S. "REHOBOTH"	via Suez Canal	13th May
S.S. "CITY OF LILLE"	via Suez Canal	17th May

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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"MANUFACTURED WEATHER"

Regulating Temperature in Tropics

PROFESSOR'S THEORIES

Cost of Artificial Cooling

A lecture on "Cold in the Tropics—the Possibility of Manufactured Weather" was delivered by Professor C. A. Middleton Smith, M.Sc., M.I. Mech. E., Talkoo Professor of Engineering in the University of Hong Kong, at the Institution of Engineers and Shipbuilders last night. His Excellency the Governor presiding.

Professor Middleton Smith showed how it was possible to regulate the temperature of the tropics, and after a full explanation of the methods, illustrated by a number of experiments, gave details of the approximate cost of artificial cooling.

H.E. the Governor said that he was pleased of the opportunity, first, because the Talkoo Professor of Engineering at the University was addressing members of the Institution of Engineers and Shipbuilders, between which two bodies there should be the closest liaison. He hoped that there would be other lectures before the Institution by Professors of the University and also lectures to the University by members of the Institution. The subject of the lecture was one of immense interest. What a boon it would be if a suitable rainfall could be manufactured at the present moment, not a deluge like that of 1926, but a suitable rainfall which would fill the reservoirs and keep them up to level. What also would the Colony give to ensure really royal weather for the forthcoming visit of H.R.H. the Duke of Gloucester. Then again what would be the worth to humanity if Hong Kong could be surrounded by an aura which would make it proof against typhoons. But if all these things came about Hong Kong would perhaps become so perfect that there would be a tremendous increase in the population, and people would be pushing others off the island.

THE LECTURE

Professor Middleton's paper was as follows:—

Civilisation is very old. The serene and healthful outlook upon life of the Greeks represents a high stage of human culture. As the curtain rises upon authentic history we see that behind the Greeks of the days of Homer were uncounted centuries of a relatively high civilisation. Chinese history tells us of the Emperor Yao who reigned 4,200 years ago; he ruled over a people who were civilised when the inhabitants of Britain were savages.

Civilisation depends upon knowledge. It is the use of efficient intellectual methods for the reduction of the forces of Nature to the service of man. It is the substitution of intellectual and moral agencies for physical force in the struggle with the animate and inanimate in Nature.

The first requisite for efficient intellectual work is freedom from mental discomfort. When the dweller in the tropics built the first hut that sheltered him from the glare of the sun, and kept out pestilential insects, he secured for himself better conditions for intellectual efforts. It is obvious that every device that reduces mental distress, from the reinforced concrete house to the mosquito curtain, also improves human welfare in the tropics. The advantages of manufactured weather in Hong Kong to the intellectual worker once experienced, will never be willingly surrendered.

First Machine

The invention of the steam engine was an event of enormous importance to the human race. Later there was invented a machine to produce cold. Just as for many years in the early nineteenth century only a few people realised the immensity of the results that must follow from the invention of the steam engine, so, even to-day, only a few people perceive that machine-made cold will inevitably cause artificial weather in the tropics to be an ordinary affair.

Where there was ancient civilisation, life, in the main features, differed not a great deal for many, many centuries. Men and women toiled, using muscular energy to do the work of the world. Nowadays the heat supplied by coal and oil supplies the energy needed for transport, manufacturing and other purposes. In the last two or three centuries man has acquired a wider know-

ledge of the world and of the larger universe, than in all the sixty or a hundred centuries preceding. The old civilisations were static. The civilisation of to-day is dynamic.

Newton's Revelation

Six or seven generations ago Newton revealed the simple mechanical principle on which our solar system is run. Yet with all his store of knowledge Newton could have taught less of new things to that Chinese Emperor Yao than Newton himself might learn from an engineering graduate of the University of Hong Kong. There is no evidence that this marvellous advance in knowledge implies any corresponding advance in the natural powers of the human mind. Great as was the result of Newton's revelations concerning mechanical principles we cannot forget that he spent half his life quarrelling over doctrines of the Trinity. If Archimedes and Pythagoras added less to the sum of solid knowledge than Galileo, Watt and Kelvin, the cause must be sought in other things than the quality of gray matter.

Artificial Lighting and Snow

Whence come, then, the giant strides of the last few generations? The cause may be summed up in a sentence. It was the invention and use of mechanical appliances that has brought about these great changes.

The phrase is used in its broadest sense. The substitution of the forces of nature for the muscular energy of men and animals, the triumph of Watt in harnessing steam power, introduced an entirely new era in the history of mankind. It made possible scientific accuracy. And it is only about 160 years ago that Watt manufactured his first engine.

Mechanical aids and appliances are the pillars of modern science and of modern civilisation. The whole extension of our knowledge of the laws of Nature beyond that of the savage is due to the various means at our disposal for supplementing, by artificial methods, our primitive senses. For our native senses are crude, inaccurate and unreliable. Delicate instruments and mechanical constructions of all types are essential for the building up of indisputable records. It is the acquirement and use of these tools that makes this age so different to the old days. Without them we should be no more advanced than the Yavos and the Pharoahs of thirty or forty centuries ago. We should still be dreaming and speculating about the stars and the lightnings and the snow. Instead of which we sift the rays of light from a star millions of miles distant so as to decide with certainty its composition. We produce lightnings and snow in our laboratories with the utmost ease.

Modern progress is planted firmly on machinery; the steam-engine, the dynamo, the printing press and wireless have rendered knowledge available to those who seek it. These great inventions, have not only added enormously to the interest and variety of life, they have lessened the hours of human toil and they have produced a larger humanity and higher aims.

The Conquest of the Tropics

The twentieth century, will be famous in history for the civilisation of the tropics. For untold centuries vegetation flourished lavishly in the regions near the equator, but mankind remained uncivilised and cruel. The struggle for survival of human life was fiercer in the tropics than in the more temperate regions. Not only was the climate more enervating but all sorts of foes to human life

(Continued on Page 12.)

AIR FATALITY

THREE MEN KILLED ON THE JAPANESE COAST

Tokyo, Yesterday.
A Petty Officer and two sailors were killed instantaneously when a naval bomber, carrying out a practice flight, crashed because of engine trouble. The machine struck the rocks on the coast near Tsurumi, and burst into flames, being completely destroyed.—Reuter.

PASSENGER LISTS.

ARRIVALS

Per s.s. "Antenor" from United Kingdom via Singapore on March 6:—

Mr. and Mrs. W. A. Burn, Mr. and Mrs. E. D. Butler, Mrs. E. B. Charig, Mr. A. H. Caunter, Mr. J. Didahelm, Mrs. L. Forster and two children, Mr. Kay Yeow-kho, Mr. Nee Seon-lim, Miss E. MacGavin, Mr. and Mrs. J. E. Patterson and infant, Mrs. N. L. H. Raiton, Mrs. A. Scott and child, Mr. Kang Whai-wu, Mr. R. J. Barker, Mrs. W. Cheetham, Mr. and Mrs. T. R. Chassels and child, Mr. J. B. Davis, Mr. A. V. T. Dean, Dr. J. E. Ewan, Mr. H. Guasco, Mr. S. Hewkin, Mr. J. F. Hegarty, Mr. S. A. Johnson, Mr. and Mrs. A. B. Laws and infant, Mr. and Mrs. D. Mackenzie, Mr. and Mrs. R. V. Meyer and child, Miss A. G. Orme, Mr. and Mrs. G. A. Robinson and two children, Mr. W. G. Scott, Mr. and Mrs. J. Sim and two children.

DEPARTURES

Per s.s. "Empress of Asia" to Manila on March 8:—

Mr. C. Andre, Mr. W. F. Alloway, Miss I. M. Alloway, Miss V. Antalforoff, Mr. V. Asanumal, Mr. and Mrs. H. Barclay, Mr. A. W. Brankston, Mr. A. G. Bellie, Mr. W. H. Bell, Chaplain A. J. Brasted, Mr. and Mrs. W. A. Burn, Mr. V. Conde, Miss Chan Tong, Mr. S. Choire, Mrs. A. Campbell, Mr. and Mrs. H. H. Clark, Miss W. Clark, Mr. Chang Sin, Mr. Cheung Ock, Mr. K. E. Dik, Mrs. F. S. Dean, Mr. and Mrs. J. F. Dowling, Mr. Dy Tian-seng, Mr. E. Ellis, Sister Marie de L'Esperance, Mr. and Mrs. V. S. Encarnacion, Messrs. A. D. Elliott, T. F. Fairman, Mr. and Mrs. K. Gronke, Messrs. M. Copalados, M. E. Gardner, Go Yee, Mr. and Mrs. H. M. Hunt and son, Mrs. L. Ingelbrightsen, Messrs. V. Kimatral, Kong Ah Lok, S. Kewabram, H. Koester and H. Koher, Mrs. P. Kostiker, Messrs. G. Lingal, Lim Ying-wah, C. Lazatin, Law Heng and Lal Yim, Mr. and Mrs. J. O. Mattos, Miss T. Mattos, Mr. J. A. Murphy, Miss E. MacGavin, Miss M. P. McLaughlin, Mrs. L. Medel, Mr. and Mrs. C. van Norman, Mr. and Mrs. J. Nakazato, Mr. Z. Nishi, Mr. H. E. Preston, Miss A. Pers, Mr. Cruz Ranario, Mrs. A. H. Scott and son, Mr. G. Sinjian, Mr. H. Singh, Deaconess K. S. Shaw, Mr. and Mrs. W. Smith, Mr. E. F. Stephenson, Mrs. L. K. Sterling, Mr. O. G. Simpson, Mr. and Mrs. F. H. Twombly, Mrs. V. I. Weibel, Mrs. Wong Fook-chuen, Messrs. Yu Eng, Yip Yat-ching, Yu Liu-tuan and Segulue Yusingco.

CONSIGNEES' NOTICES.

Consignees of Cargo ex M.V. "Vimale" are reminded to take delivery of their goods which will be subject to rent after March 10. Consignees of cargo ex s.s. "City of Guildford" are reminded to take delivery of their goods which will be subject to rent after March 11.

President Liner

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Weekly Trans-Pacific Service

To San Francisco and Los Angeles	To Seattle and Victoria
The Sunflower sails on Tuesdays	Fortnightly sailings on Tuesdays
Pres. Taft Mar. 12th 10 a.m.	Pres. McKinley Mar. 19th
Pres. Jefferson Mar. 26th	Pres. Grant Apr. 2nd
Pres. Lincoln Apr. 9th	Pres. Cleveland Apr. 16th
Pres. Madison Apr. 23rd	Pres. Pierce Apr. 30th

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Pres. Garfield Mar. 10th 8 a.m.	Pres. Wilson Apr. 21st 8 a.m.
Pres. Johnson Mar. 24th 8 a.m.	Pres. V. Buren May 5th 8 a.m.
Pres. Monroe Apr. 7th 8 a.m.	Pres. Hayes May 19th 8 a.m.

To Manila

Pres. McKinley Mar. 12th 6 p.m.	Pres. Lincoln Mar. 30th 6 p.m.
Pres. Jefferson Mar. 16th 6 p.m.	Pres. Cleveland Apr. 9th 6 p.m.
Pres. Grant Mar. 26th 6 p.m.	Pres. Madison Apr. 13th 6 p.m.

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Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.

Estimates furnished on application.
Hong Kong, April 1, 1924.

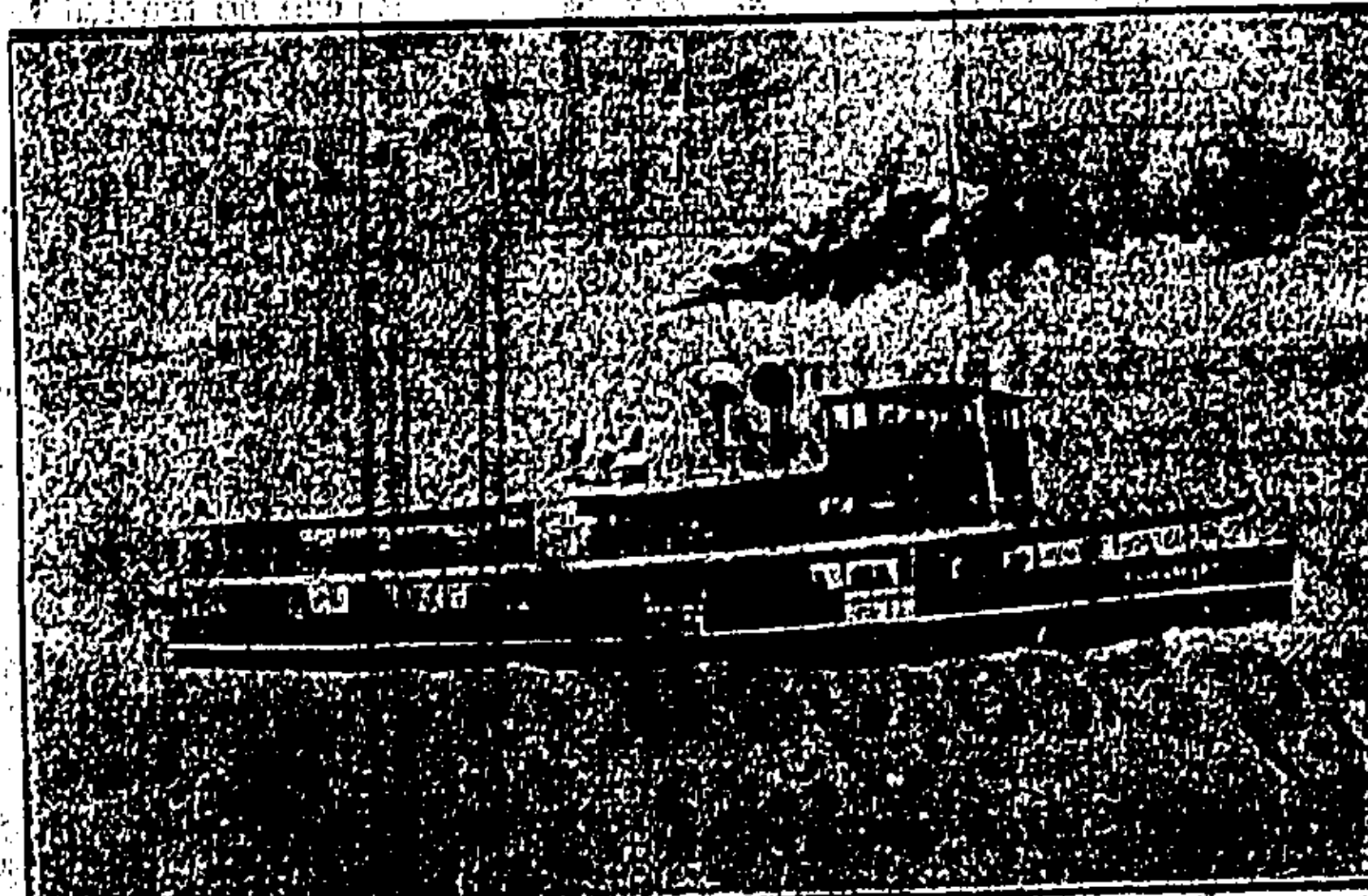
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E. M. DYER, ESQ., M.I.N.A., Kowloon Dock, Hong Kong.

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Manila, Batavia, Sandakan, Balikpapan and Rabaul

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bring to mind steps that may be taken
to protect the fragile and susceptible.

"WATSON'S" MALT EXTRACT with COD LIVER OIL increases one's natural Power of resistance.

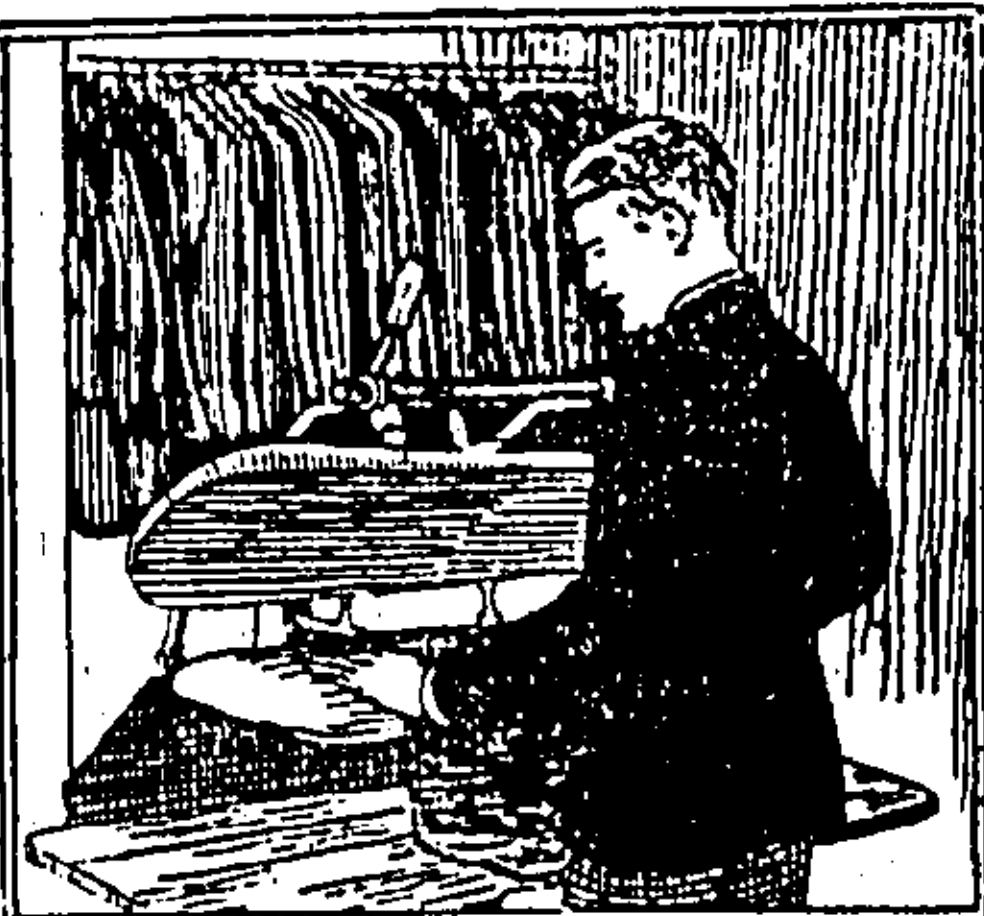
Prepared from British winter malted barley and cod
liver oil specially selected for its vitamin content. Its
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PRICE:—1 lb. Bottle \$1.25
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25 by 48 inches.

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VALUE \$1.25
PRICE EACH



THE "SEMITURC" TOWEL.

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HONG KONG.

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Hong Kong, Saturday, Mar. 9, 1929.

STILL WATERS

It has all along
Ice House been contended
Street that the system of
having two-way
traffic in Ice House Street is
wrong. It would not be tolerated
for two minutes in any city that
prides itself on regulating the
traffic as it should be regulated.

It was feared when the old re-
striction was amended that two-
way traffic in this busy thorough-
fare was altered to suit the con-
venience of a very few that trou-
ble would ensue by allowing
vehicles to pass up and down this
thoroughfare. The unhappy
pedestrian is always the help-
less one where traffic "improvements"
are concerned. What does
his life matter to the traffic
authorities? They are not insur-
ance agents or insurance
companies. The pedestrian
cannot be trusted to look after him-
self—perhaps! But they reckon
not on how often the poor, de-
spised pedestrian has to be very
nimble to look after "No. 1." The
pullers of the jinrikishas with
their brokers in bowler hats care
not one jot for the pedestrian—
all they are concerned about is
breaking speed records.

As an example,
A Concrete yesterday after-
noon a well-known resident
had occasion to walk along Ice
House Street between Des
Vaux Road and Queen's Road
Central. Needless of the bowler
hats and their one or two mar-
ned-rikishas pulled; he had to get
to a certain place by a certain time
when to and behold, he found a
jinrikisha containing a broker stop-
ping in front of him. Which he
rightly resented. The broker,
knowing a word of Eng-
lish, appears to have resented the
rebuke, and immediately placed himself
in a posture more suited to the box-
ing arena than a public thorough-

fare. Fortunately the humble
pedestrian kept his wits about
him—at the time—and thus
averted an ugly scene in full gaze
of the passers-by. But he—the
pedestrian—was not altogether
finished—he came along eventually
and submitted to him a few
lines.

These few lines
were to the
effect that a
special Police
Wanted

should be appointed to keep the
pedestrians back whilst those ex-
change brokers who cannot speak
English properly be allowed to
race past in their three-coolie
rikishas, whilst British profes-
sional "tripe," such as lawyers
and Public Schoolboys, should be
particularly warned to keep in
the gutter when these aristocrat-
brokers pass by! The language
of the irate pedestrian is very
caustic. There is a reason for
that. Ice House Street be-
tween Des Vaux Road and
Queen's Road Central is not and
never has been meant for two-
way traffic. In fact, the view of
many is that no vehicles of any
kind should be allowed in this
portion. If the two or three-
man-pulled jinrikishas are in a
desperate hurry let them go up
past the Theatre Royal into
Queen's Road Central and vice
versa. There is no room in Ice
House Street itself for traffic one
way, let alone two ways, and the
sooner the lives of pedestrians
are made safer the better!!

It is the same
A Bad Corner further up Ice
House Street
—between Queen's Road Central
and, say, the Metropole Hotel. A
car containing, say, the Captain
Superintendent of Police, or any
other Government dignity, rattles
up that narrow thoroughfare and
suddenly finds, rounding the bend
at the Carlton Hotel, that he has
placed both himself and the occu-
pants of some other car or motor-
cycle in peril of his life. Who
ever conceived the idea of allow-
ing motor traffic at this most
dangerous point, do not know
the most elementary principles of
"Safety First." The sooner they
revert to the old system of "No
Motor Traffic" or only one-way
motor traffic the better. Will the
head of the Traffic Department
please note?

If the word of an
outside traffic ex-
pert goes for
All Out, anything the
truth must out—
our traffic controllers know as
much about controlling traffic as
a child who has never seen a
motor car. The big majority
have never been in a car or a
motor cycle—they know not how
to drive a motor car or a motor
cycle—and still they are supposed
to know all about traffic control.
It is almost impossible to see how
some of them try to control traffic
—both on the Island and in Kow-
loon. The only wonder is that
motor accidents and the acci-
dents are so comparatively few
considering the increasing
amount of traffic with which
these traffic controllers have to
deal day in and day out. Month
in and month out—and still not
improving a bit more sense as to
the way traffic should be con-
trolled.

Which reminds the
cleaner writer of a sugges-
tion he made a few
weeks ago regarding
the keeping clean of the buses in
Kowloon belonging to the Kow-
loon Motor Bus Company. Tra-
velling by one of them on Thurs-
day evening it was a real "shock"
to see the conductor take out a
feather duster, wipe all the dust
from the seats, and pick up all the
loose bits of paper and throw
them on to the street. It was no
hardship to do that—at that time
The bus was practically empty,
and there was little likelihood
of more passengers coming on that
particular bus at that particular
time. But—it was indeed grati-
fying to see that the very gentle
hint thrown out in these columns
a few weeks ago had been acted
upon. The only further criticism
that seems called for is that not
in all cases is a feather duster
effective—it requires sometimes a
decently strong broom to clear a
bus of all the rubbish that some
passengers leave behind them.
Still, a feather duster is a step
in the right direction, and the
Bus Company concerned is to be
complimented on at least acting
on the hint thrown out in the
"China Mail."

Rudeness—or
Mere Ignorance! The excel-
lent per-
formances of
the Amateur Dramatic Club have
come to a close—the best things
always must have an end, worse
luck! It should not seem at all
personal to touch on one aspect
that always crops up whenever
there is a show at the Theatre
Royal. Why should people come
in late? And, if some people
must be late, why should they be
allowed in during a song or a
chorus or some other "turn" on
the stage? If they must be late
why should they not be kept out-
side until a song or a dance or
some other individual turn or
chorus is over? The interruptions
from late comers were very
noticeable at several entertain-
ments lately, and it is high time
that something should be done—
they are embarrassing to the
artists, amateur or professional
—and they are unfair to that
portion of the audience that has
earned merit by being punctual.
If a person will be late, he
deserves to be punished by being
kept outside altogether until one
turn has been completed. It is to
be hoped that those who control
amateur and professional shows
here will be more strict in future.
It is time that this bad old habit
of unpunctuality were stopped.

It was duly
Late Ferries noted that a
special late
Ferries were run from Kowloon
this morning, so as to enable the
Hong Kong patrons of the
S.P.C.A. Ball to get home safely
across the water without having
to "pay through the nose" for a
motor launch. But, if one night
in a "blue moon," why not every
night or at least every Saturday
night? The Ferries are called by
most folk "public utilities"—they
may be until one finds himself
held up on one side of the harbour
after one o'clock in the morning
and no Star Ferry to take him
across. If the Star Ferry
management deem it fit and prop-
er to run a late ferry up to two
o'clock on a Saturday morning for
a Ball at the Peninsula Hotel,
why cannot they do the same at
least every Sunday morning for
the benefit of the increasing num-
ber of good paying customers who
may have engagements on Satur-
day evening and who do not care
to cross the harbour until at least
2 a.m.?

It must not be
Small And supposed that all
Ancient the grouting
regarding cross-
harbour traffic is to be directed at
the Star Ferry Company. Their
near and dear rivals that run a
ferry service to Yau-mai up to
2.40 a.m., deserve a word of
praise for catering for the needs
of many and a word of condemna-
tion for putting on antiquated
small ferries after a certain hour
at night. They enjoy a monopoly
of the late service, which is ap-
preciated by many, who
cheerfully pay the double fare,
but why should they be con-
demned to the antique and tiny
and unsafe-looking ferries? If
the Star Ferry Company
can put on the "big" ferries
at all hours of the night, why
not up to 2 a.m. on Sat-
urday? Very special occasions
that is why should the Yau-mai com-
pany not be compelled to do the
same? It is a cold, cheerless, and
long journey across to Yau-mai in
the cold season, and if a passen-
ger pays double fare he is at least
entitled to the best vessel that
the company possess and not
merely an old tub.

There was a
Good Water blizzard on the
Wanted. The other
day, practically
close to the water's edge, there
is not news, of course, what
the water of having a big blizzard
if it cannot go to blazes? Nor
is it now to learn that the blaze
in question was extinguished
with the aid of good, clean fresh
water, of which there has been a
deficient supply of late. It
would have been news indeed if
the umpteen millions of water in
the harbour had been turned on
to that blaze—apparently nobody
"thought" about that! Another
argument in favour of the Colony
having a Municipal Council.

A stagnant theology in a de-
veloping universe is sure to be-
come hopelessly obsolete. We
must expect change as we grow
in knowledge and experience and
wisdom.—"The Graphic" (Lon-
don).

Capt. and Mrs. G. A. Clements
(Shameen) and the Misses Capell
left by the "Derfflinger."

The forthcoming marriage is
announced of Mr. J. V. M.
Cordeiro of No. 573, Orient-build-
ings, Kowloon, to Miss M. A.
Silos, No. 5, King's-terrace, Kow-
loon.

Mr. and Mrs. A. Bassler,
Messrs. N. F. Allman, Julius
Bensabott, Arthur Kutzbach,
J. W. Norton, and Clarence
Robertson arrived here from
Shanghai by the s.s. "President
Garfield."

The Treaty of Commerce and
Navigation concluded between
United Kingdom and Hungary on
July 23, 1924, has been extended
to the Colony of Hong Kong. A
copy of the treaty can be seen on
application at the Colonial Secre-
tariat.

An amah employed in a Chinese
residence at Happy Valley yester-
day overbalanced whilst hanging
out clothing to dry on the veran-
dah of the house and fell into the
street. She suffered terrible in-
juries to the head from which she
died within a short time.

The Samoan Dancers with
their extensive repertoire of en-
tertainment pleased another ap-
preciative audience at the Star
Theatre, Kowloon, last night. To-
day they will give a matinee at
5.30, in addition to the usual
evening performance at 9.20.
There are many new items which
reach the standard of their earlier
performances.

Government passengers leaving
for Home on Saturday, March 16,
by the s.s. "Khiva" include Mr.
M. G. O'Connor and Miss F. M.
Hughes, of the Educational De-
partment; Mr. H. C. Lowick
(P.W.D.), Mr. T. Dallin (Audit),
and Mr. Edle de Silva (Official
Receiver's Office). Mr. Mir Alim
Khan, of the Educational Depart-
ment, will leave by the s.s.
"Talma" on March 28.

"Sunrise" the \$1,000,000 film
aply described as the sensa-
tion of 1928, featuring Janet Gaynor
and George O'Brien, made another
welcome appearance in Hong
Kong yesterday when it was
screened to good and appreciative
houses at the World Theatre. A
last opportunity to see this superb
picture will be offered to-day, and
those who have not yet seen it
should not miss the chance.

At the Central Magistracy
yesterday, Mr. E. W. Hamilton
committed for trial at the next
Criminal Sessions the Chinese
who was charged with having
been concerned in the armed rob-
bery at a Chinese doctor's surgery
at No. 53, Jervois-street on
China New Year Eve. Four men
were alleged to have taken part
in the robbery and they gained
admission to the surgery by one of
their number posing as a patient
suffering from the varicose veins.

Remanded by Mr. T. S. Whyte-
Smith at the Kowloon Magistracy
on Thursday on a charge of pos-
session of a packet of pepper
believed to be for an unlawful
purpose, a Chinese suspect was
again before his Worship yester-
day. He was discharged. Mr.
Whyte-Smith, whilst remarking
that on consideration of the
charge he did not see why pepper
could not be termed an "instru-
ment," as it was used as such in
robberies, decided that he could
not convict because there were
other circumstances connected
with the case which were not su-
picious.

Yesterday, Major C. Wilson,
O.B.E., resumed hearing of the
case in which three Chinese men
and a woman were charged in con-
nection with the armed robbery
on the afternoon of January 31
at No. 10, Lower Castle-road, of
Caine Road when four men held
up the inmates and made a haul
of money and valuable property
worth over \$12,000. The man-
trials of 70 years of age received
the shock at the time of their arrest
and are now in a very fragile
condition, which a further
prolonged stay in prison would
undoubtedly be fatal.

The meeting was continued yester-
day afternoon in the Cathedral
Hall. There was considerable
difference of opinion on the question
of allocation of Church funds. Ac-
cording to the proposed constitu-
tion the Executive Committee of
the Diocese is to be empowered
"To prepare a budget for each
year and to raise the money bud-
geted for by apportioning quotas
to each Church, the budget to in-
clude such subjects as:—
(a) Sinking Fund for Church ex-
tension.
(b) Endowment Fund for new
Churches.
(c) Grant towards central Diocesan
expenses.
(d) Grant towards the mission-
ary work of the diocese and
beyond."

CORRESPONDENCE

OUR TYPHOON TUG, "KAUSING"

[To the Editor of the "China Mail."]
Sir,—I notice from the report
of last Council meeting that the
question has been raised as to the
feasibility of converting the
steam tug "Kausing" into a motor
tug. This is indeed to be wel-
comed as the "Kausing," as it is
now, is of little use in emergency
cases. I believe the idea was to
have a powerful tug which could
rescue ships and craft which
break adrift during a typhoon.
For such purposes the "Kausing"
appears to be a complete mis-
carriage, not only on account of
much time being needed for rais-
ing steam, but also because the
tug has only one screw and, fur-
ther, it has so many superstruc-
tures and such a high foreboard,
all this acting as a most efficient
"windcatcher" that, as it actually
has happened, the tug, instead of
being able to withstand the
typhoon, is itself helplessly driven
backwards during the full force
of the storm. To be effective for
rescuing ships adrift in the
height of a storm a rescue tug
should preferably be of the twin-
propeller type, and offer as little
as possible resistance or catch-
ment area to the wind, and be pos-
sibly built above water much like
a submarine with a conning tower
or the like.

In view of the above the "Kau-
sing," even if converted into a
motor tug, would seemingly not
justify its existence as a typhoon
rescue tug. Would it not save
the Government much money for
alterations if some other use is
found for the "Kausing" as it is,
say for use in the War Depart-
ment, or as a Customs Cruiser or
armed-coast patrol boat or sold to
private owners as a salvage tug or
the like, and have a new real
typhoon rescue vessel constructed
embodying all the required char-
acteristics to be effective in
typhoon weather under all condi-
tions.

Yours etc.
HERBERT E. LANEPART.
Hong Kong, March 8.

VICTORIA DIOCESE

CONFERENCE DISCUSSES NEW CONSTITUTION

A QUESTION OF NAME

The meeting of the Diocesan
conference was continued yester-
day afternoon in the Cathedral
Hall.

There was considerable
difference of opinion on the question
of allocation of Church funds. Ac-
cording to the proposed constitu-
tion the Executive Committee of
the Diocese is to be empowered
"To prepare a budget for each
year and to raise the money bud-
geted for by apportioning quotas
to each Church, the budget to in-
clude such subjects as:—
(a) Sinking Fund for Church ex-
tension.
(b) Endowment Fund for new
Churches.
(c) Grant towards central Diocesan
expenses.
(d) Grant towards the mission-
ary work of the diocese and
beyond."

The difficulty arose on account
of a doubt on the part of several
members if this did or did not
mean that the money for mission-
ary work should go through a cen-
tral clearing house, i.e., the Ex-
ecutive Committee, and be allo-
cated by them as they thought fit,
without consulting the individual
or church who might have been
the donor of the money. The
difficulty was settled, by changing
the words in clause (d) to "the
missionary work of the Church."

Monuments in the Church.
There was considerable discus-
sion also on the question of the
adviseability of having an advisory
committee to assist the Bishop in
all questions relating to any
material alterations or additions
affecting a church, or its orna-
ments. It was suggested that
while the Bishop was qualified to
judge correctly on artistic ques-
tions with regard to monuments,
etc., his successors might not be.
A proposal was made that the
Bishop himself should choose a
small committee.

The Bishop proposed that the
conference should elect two per-
sons whom the Bishop may if he
wishes summon to assist him. It
was finally decided to delete the
clause.
Name of the Conference
The Rev. W. T. Featherstone
proposed that the conference
should be called the St. John's
Cathedral Church Conference
of the Diocese of Hong Kong.
The Rev. Blanchette supported
and suggested a return to the old
title, the Victoria Diocesan con-
ference.
It was decided to postpone the
discussion on this point to the
next meeting, which will be held
on March 11, at 10 a.m.

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1929

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The China Mail

ESTABLISHED 1845

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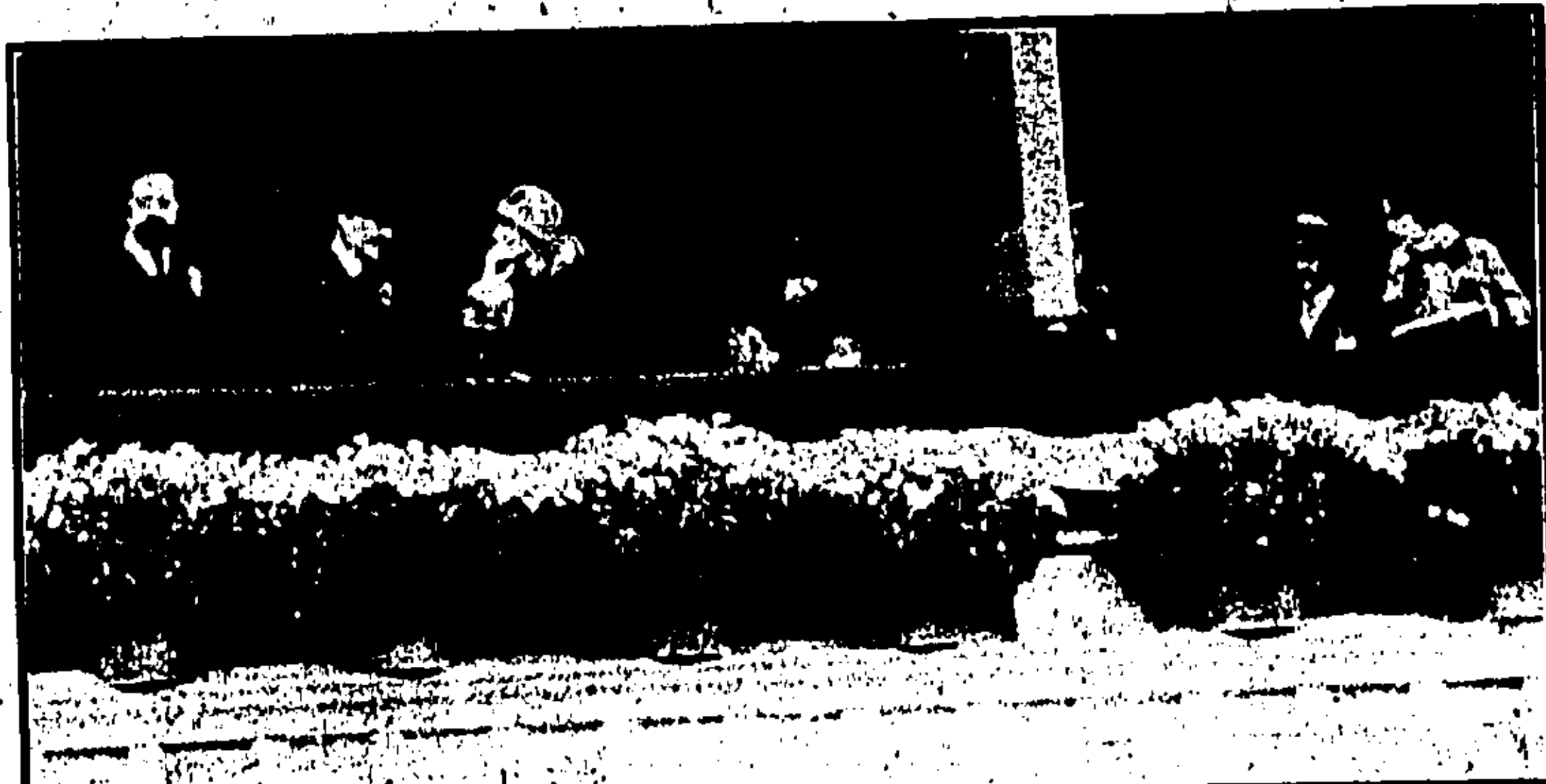
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SATURDAY, MARCH 9, 1929.

PIONEER ART SUPPLEMENT.

7



TWO GOVERNORS AT THE RACES.—The silhouette effect of a photo taken in falling light of the Governor's stand at the Jockey Club during race week. On the extreme left is H.E. the Governor of Macao (Senhor Artur Tamagnini de Sousa Barbosa) and, next to him, H.E. the Governor of Hong Kong (Sir Cecil Clementi, K.C.M.G.).—(K. Fujiyama).



WAITING AT THE MONUMENT.—At the funeral of Mr. H. P. White on February 28. Left to right: Mr. D. J. Lewis, Mr. W. A. Dowley, the Hon. Sir Shou-son Chow, his Honour the Puisne Judge (Mr. Justice Wood), his Honour the Chief Justice (Sir Henry Gollan, C.B.E.), H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), H.E. the General Officer Commanding, South China Command (Major-General C. C. Luard, C.B., C.M.G.), the A.D.C. to H.E. the G.O.C. (Lt. R. Q. F. Johnston, Durham L.I.), the A.D.C. to H.E. the Governor (Capt. A. J. L. Whyte, R.E.).—(K. Fujiyama).



PIPERS AND DRUMMERS OF THE 2ND BATTALION, THE KING'S OWN SCOTTISH BORDERERS.—Under Pipe-Major Mackie (on extreme right) playing on the course at the annual race meeting of the Hong Kong Jockey Club at Happy Valley to the delight of turfites, at intervals between the events.—(K. Fujiyama).



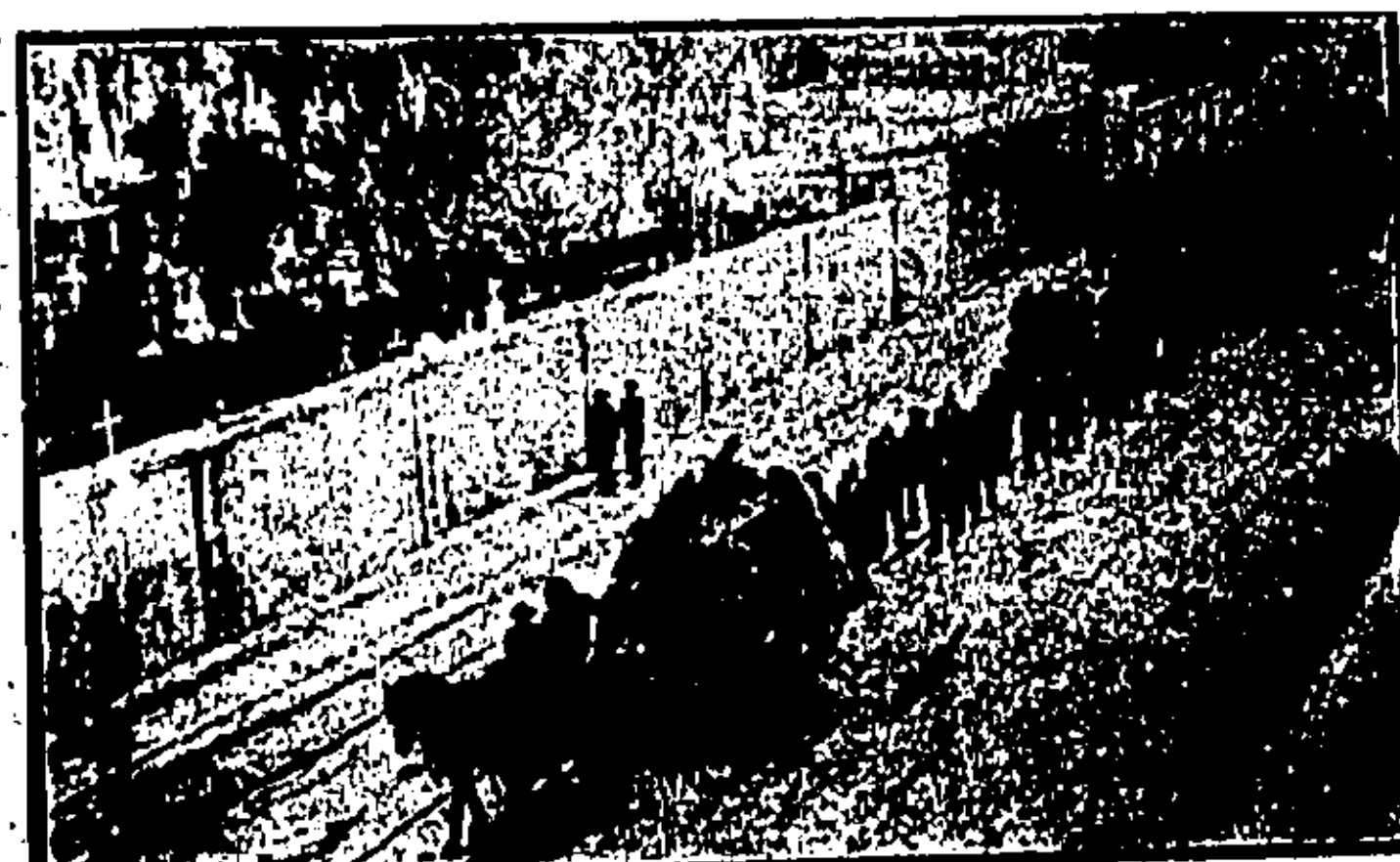
MISS AIDA KAWAKAMI.—A talented young Japanese dancer, who will be seen during each performance at the Queen's Theatre from to-morrow to Saturday.



BLUE RIBAND OF LOCAL TURF.—Mr. Ho Kom-tong, O.B.E., the first Chinese to win the Derby of Hong Kong, with President Hall, ridden by the Shanghai jockey, Mr. C. Encarnacao.—(K. Fujiyama).



"NO. 3 POLICE" STEAMING AT FULL SPEED.—The new craft built by Messrs. W. S. Bailey & Co. of Kowloon for the Hong Kong Government. She is a vessel of steel, 100 feet in length by 21 feet beam and the photo shows her to be exceeding her stipulated speed of 10½ knots per hour. Messrs. Bailey's recently built several river gunboats for the Canton Government.



FUNERAL OF MR. H. P. WHITE.—The cortege outside the Protestant Cemetery, Happy Valley, followed by a large number of friends. Mr. H. P. White, senior partner of Messrs. Douglas, Lapraik & Co., died in Hong Kong on February 28 and the funeral was held the same evening.—(K. Fujiyama).



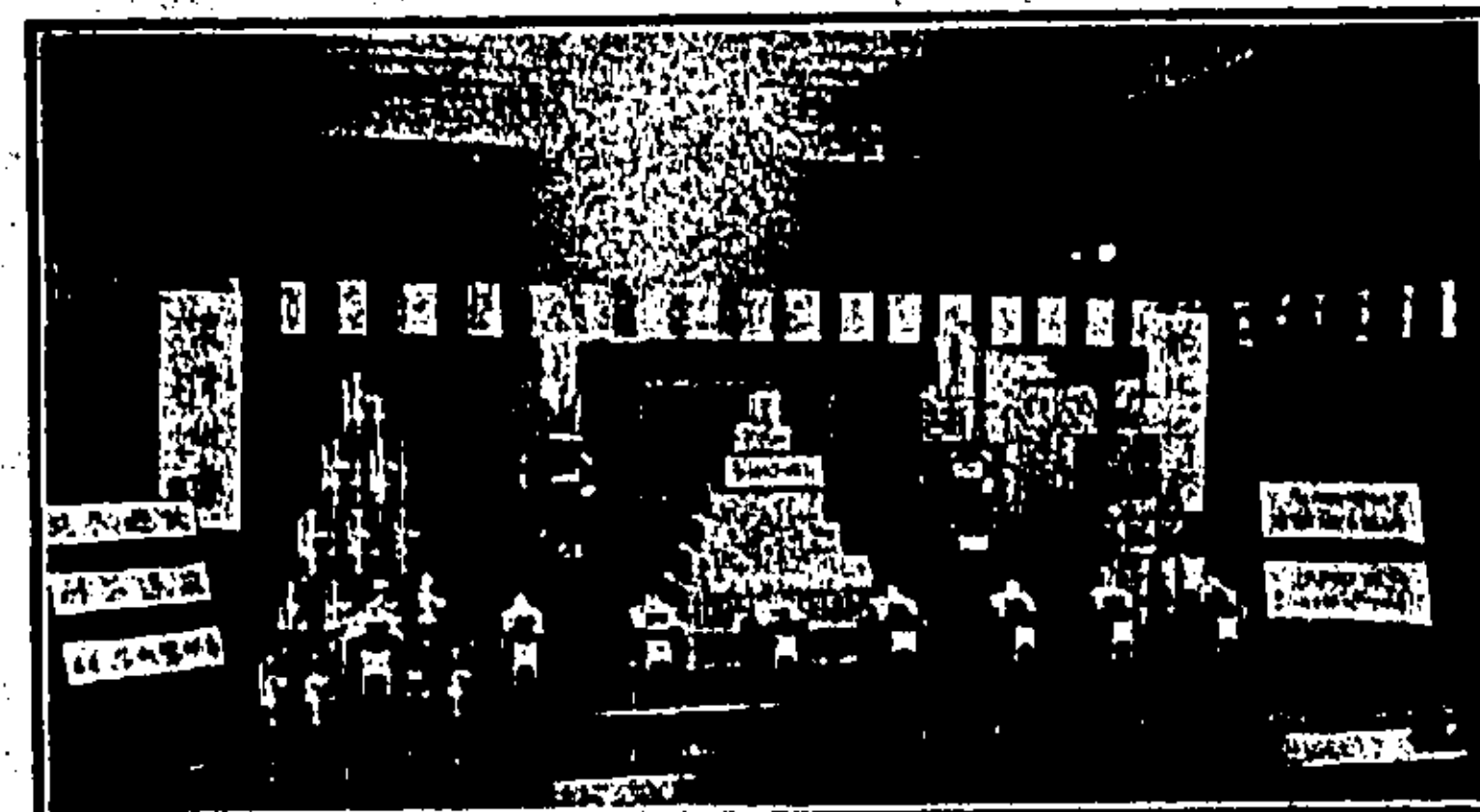
Sydney Chaplin and Nancy Riggs in "Skirts."



WONDERFUL EM BRODERIE.—A "glorified" ensemble of a Ming dynasty mandarin's official dress embroidered with beads and gold thread, worn by San Salun of the Tai Law Tin troupe in Hong Kong.

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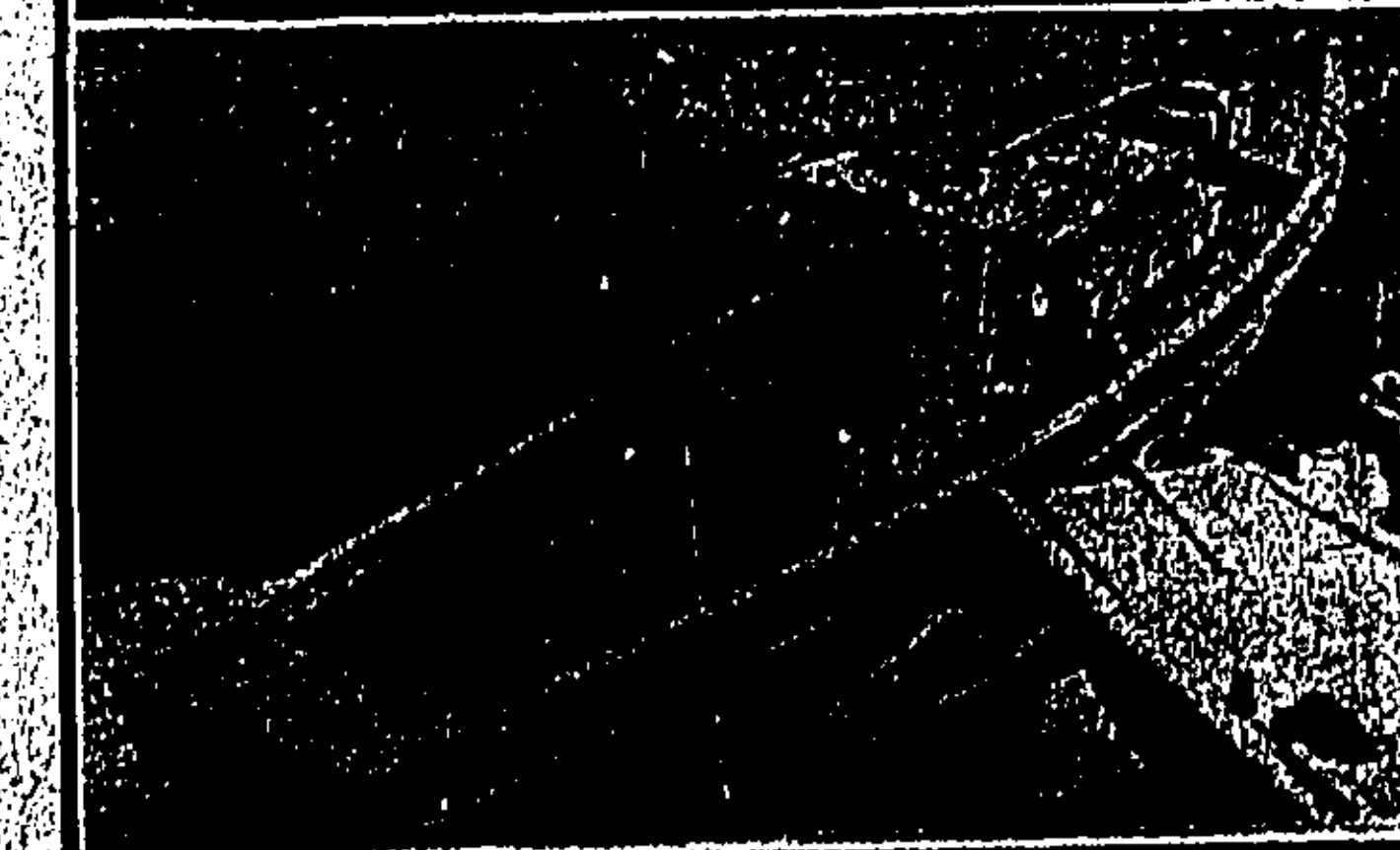
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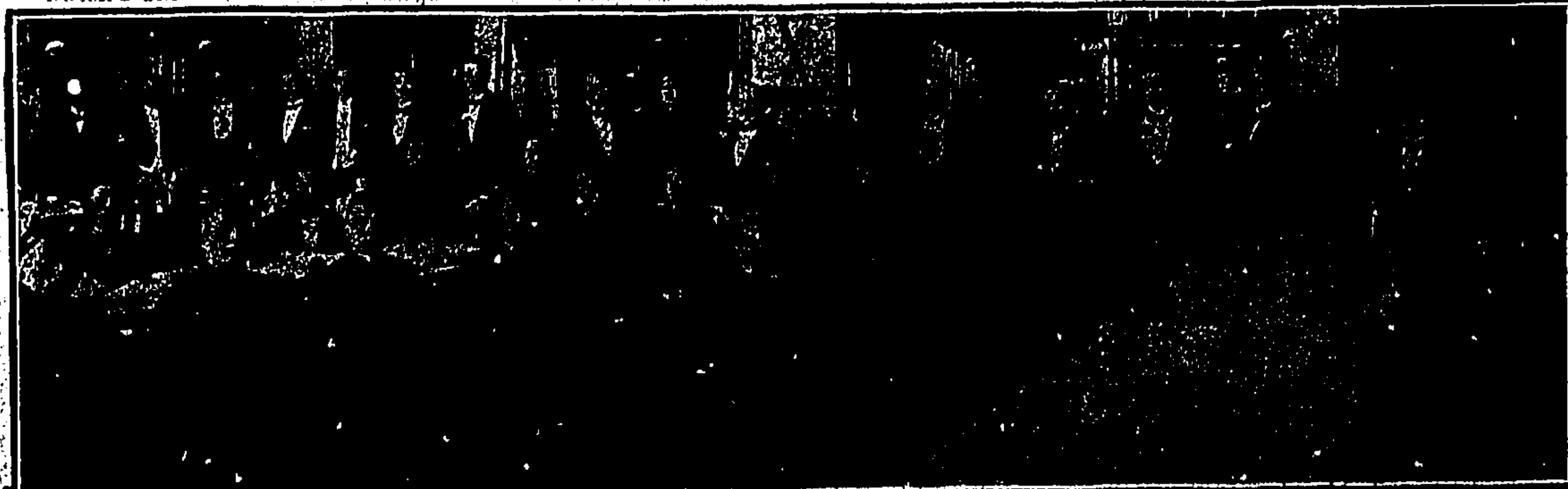
SOLD BY ALL COMPRADORES.



SAM KU WEST AND HIS STEEL GUITAR.—This brilliant artiste will be seen at the Queen's Theatre during each performance from to-morrow to Saturday.



VENTURESOME RUSSIAN VOYAGERS.—Mr. and Mrs. D. G. Matzenok (shown in the upper photo), after a venturesome trip from Vladivostok in the small motor-boat seen in lower photo. They are contemplating a trip across the Pacific Ocean to California.—(T. M. Tung, China Photographic News Agency).



PROMINENT FRENCH OFFICIALS ENTERTAINED BY CHINESE.—A reception was given by the Chinese Chamber of Commerce, Shanghai, in honour of M. J. Avenol (Deputy Secretary General of the League of Nations), M. le Comte de Martel (French Minister to China), M. P. B. de la Brosse (Governor of Annam) and others. Comte de Martel was unable to attend owing to a previous engagement. Interesting speeches were made both by the hosts and guests.—(C. H. Wong).

OUR WOMEN'S SECTION

Study in Evening Combinations

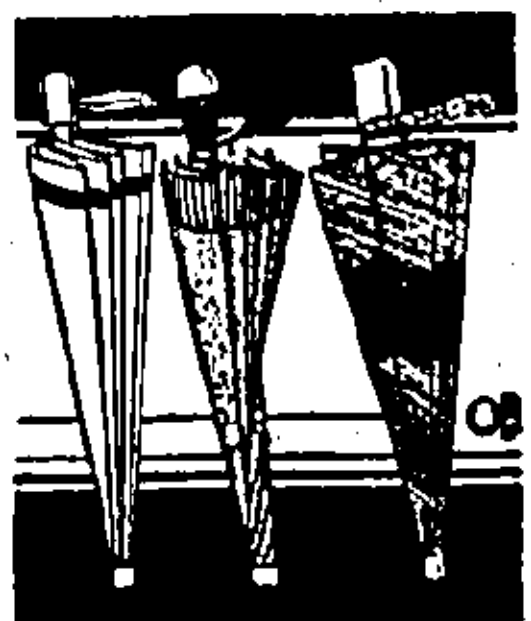


This frock of tulle and silver lace makes a striking combination whether Raquel Torres wears it or not. Of course, the secret of good style is to have hose and shoes match the trimming of the frock.

NOVEL SHOES

A designer who makes some of the smartest shoes in Paris, has a special fondness for a metal lift (brass, silver, or copper), or a lift of kid like a piping in a contrasting colour to the shoe in the heel of the shoes, just above the leather lift.

Another charming device for evening is a little Mercury wing. This is attached to the back of the slipper, and is shown in gold and silver kid on a blonde satin slipper, in silver on a black satin slipper, and in black satin, on a black an-



Three designs in parasols

telope slipper. Entire heels of metal are still extremely smart. Brass, silver and copper, are used in the evening, and sometimes gun-metal heels appear in conjunction with black satin slippers.

As for stockings, in spite of every effort to oust it, the flesh-coloured silk stocking persists. And it certainly is very smart, and it is felt, that this simplifies the colour scheme, reducing all the extremities to one colour. The kind of "flesh" preferred, is a shade between blonde and flesh, a golden pinkish, champagne.

BUNGALOW CHAIRS

It is possible to make the simplest and least expensive chairs interesting by means of paint, or the flat cushions known as aquabs, or both. Painting takes some time because the surface must first be made absolutely clean and smooth; it will then need three coats of paint, and at least a week should elapse between the application of each coat.

The flat aquab cushions are effective even in inexpensive materials if the colourings are well chosen. Strong black linen, for instance, may be piped with emerald green or Chinese red if the chairs are painted with red or green, or left in the natural colour of the wood.

Plain linens in blue, green, orange or red also need a piping of black or a contrasting colour to give them the neat and definite outline which is part of their attraction; and be bound or piped with a plain printed linen and cretonnes should colour for the same reason.

LIGHTING EFFECTS

Many rooms which would otherwise be lovely are ruined by indifferent lighting effects, yet good lighting is not nearly so difficult nor so expensive to arrange as people are inclined to think. Electric bulbs placed inside bowls and vases have been rather overdone, though they can be very successful, but it is a very simple matter to place a bulb behind a semi-opaque vase filled with water. If the vase itself is good and the wall behind it pale in colour the light produced will be excellent for reading and will enhance the beauty of the vase and flowers.

Not A Flapper



The most recent portrait of Fanny Ward, the 62-years-old actress, taken as she attended a supper dance recently in New York.

THINGS YOU MAY NOT KNOW

That the crinkles in hand-made silk fringe and tassels will come out if they are dipped in cold water and allowed to dry.

That where buttons are required to fasten washable garments, such as pyjamas, shorts, skirts, and blouses, etc., it is a good plan to sew the buttons on to a separate length of tape, and to make two sets of buttonholes for them to pass through. The button-laden tape can then be tacked top and bottom, on the wrong side of the garment, and removed for laundering.

That a pinch of dry mustard placed in a pot of brewing coffee will bring out much more flavour than the better-known pinch of salt. With mustard you can effect a substantial economy in the amount of coffee used.

ARTIFICIAL JEWELS WANING

The mode of artificial jewels is waning, and real stones are beginning to take their place around the neck and in the ears of the smartest women.

There is a distinctly modern tendency in jewellery—a growing use of several colours in one piece, a new feeling for Cubistic and Futuristic shades and arrangements of stones, even sapphires and emeralds are combined in one jewel, where formerly a coloured stone would have been used only with diamonds.

For the Afternoon



The afternoon dresses with their more feminine touches, short hemlines, half-way between the short skirts of the morning dresses and the longer evening gowns. The creation shown is of printed velvet with bow of the same material.

Fashionable for outdoors at this time of the year

A LAUNDRY HINT

The bad effects of soda on good household linen are sometimes the source of more annoyance than the actual stains for which it is used. The following mixture is very reliable for the removal of stains. Dissolve 2 pounds of soap in about 3 gallons of water at as high a temperature as the hands can bear. To this add 1 tablespoonful of turpentine and 3 tablespoonful of liquid ammonia. Stir the mixture thoroughly and making the vessel as nearly airtight as possible, soak the linen in the solution for about 2 hours. The linen may then be washed, rinsed and hung to dry in the ordinary manner. The soap and water may be used again and again if necessary, but the requisite amounts of turpentine and ammonia must be added each time.

SEAWATER STAINS

However good for human beings, sea water plays havoc with shoes and clothes, for which reason old footwear or a pair of cheap rubber-soled shoes are really good enough for the beach.

Brown shoes suffer most from seawater, and unless the stains are quickly dealt with they become permanent. Common soda and boiling milk will remove recent stains. Dissolve a small knob of soda in an eggcupful of boiling milk, and while the mixture is still hot apply it to the stains with a piece of clean, soft rag. Rub well till the seawater stains disappear. A final rubbing with good white shoe cream will restore the polish, states an exchange.

Rainwater is the cure for seawater stains on material; tapwater will serve, but it is not so good. The stained part should be spread over a basin, and rainwater poured through the stain again and again. This removes the salt. Afterwards press well with a warm iron. Navy blue serge, the colour of which may have been spoiled by the sea, may be revived by sponging with vinegar and water.

If the fabric is too delicate for the treatment described, the garment should be hung upon a line, and the stain gently beaten with a small switch. This knocks out the salt, after which it should be steamed and pressed.

A Smart Ensemble



An ensemble of light gray, trimmed with matching fur, that strikes the keynote for the winter mode. The matching fur, gray, blue, and red, give place to the lighter shades of the spring season.

Simple—and Awfully Smart!



You just know that the girl in the picture is a daughter of Uncle Samuel, and by the same token that she's wearing something awfully smart and Frenchy in the way of Spring costumes. The youthfully-fashioned dress is of gray wool, combined with silk Roman, while the stockings are of matching gray. A touch of colour is lent by the scarf of three shades of blue.

THE NEW COLOUR CARD

Some of the names of the new colours are interesting, and for the benefit of non-speaking French people, the milliners have translated them. There are, for instance, "Nectar," "Wild Cherry," "Blue Jewel," "Marsh Rose," "Vert-de-Gris," and innumerable others—all new and pretty titles.

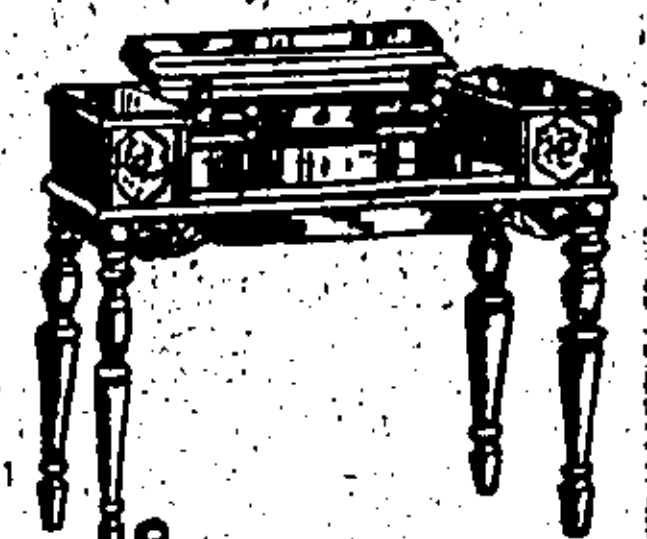
A crowd of fashion lovers, fashion writers, and fashion buyers, broke into wild praise as each of the new colours made their appearance, at a recent display in a famous couturier's salon. It was a good-natured crowd however, and excepting few mild conflicts between over-enthusiastic pastel lovers, and brighter-colour addicts, there was no serious opposition offered.

Actually "Cameo-Pink" was a bit too pale a shade to please the brighter colour addicts but the shade was so lovely, there was such a sheeny brightness on its surface; that everybody had to be pleased. "Nectar" is a pink-lavender, and impossible to describe on paper, with pen and ink. However, these colours will shortly make their bow in the United Kingdom, and so the readers of this column will be able to choose for themselves.

"Marsh-Rose," which is an unusual shade of pinkish terra cotta, met with the greatest approval, and "Ochre Ocre," a goldish ochre tinge is bound to make a big hit. Then there is a new green, a light green of about the shade of a gooseberry. Seventeen hours were taken to decide the name to give this new shade of green, and then, just as the problem was getting too thorny, someone hit on a name. He suggested calling it "Groselle"—Gooseberry-Green. Other triumphs are "French-blue," dull and silvery, "Liberty-Blue," and intense indigo shade, "Eclair," a neutral beige tan, and "Golden Poppy" a brilliant orange that "hits" the Spanish note.

TULLE FROCKS

Tulle is most popular for dance frocks. An exquisite frock seen recently was of black tulle, the skirt being made with petal-like frills. It was much longer at the back and sides. The close-fitting bodice was quite plain, save for a drooping pink and black flower, which was worn on the right



A very pretty writing table

shoulder. The right side, by the way, is now considered the correct place to wear a flower. Another tulle frock was made of endless narrow flounces of shaded green, starting with the darker at the foot, but becoming almost white as the bodice is reached. The latter was very tight fitting. The skirt practically touched the floor at the back and almost showed the knees in front.

A SUIT FOR THE SPRING

Small brass buttons make a smart trimming for a suit of chocolate brown ondamoussa designed for the early spring. The coat of the suit is cut with four small pockets fastened with buttons, and groups of the buttons are used for decoration on the sleeves. The skirt is pleated, and neat shirt blouse of beige shantung with a high collar is designed to accompany the costume.

Kayser Slipper Heel Hosiery

Famous the world over for smartness—wear—beauty—the Kayser "Slipper Heel" Hosiery of service weight. Woven with such exquisite delicacy that the fine texture quite disguises the service weight of the hose. With subtle beauty of color. The heel so cleverly designed that it excels all others in giving the ankle a slender, trim line.

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Pamela

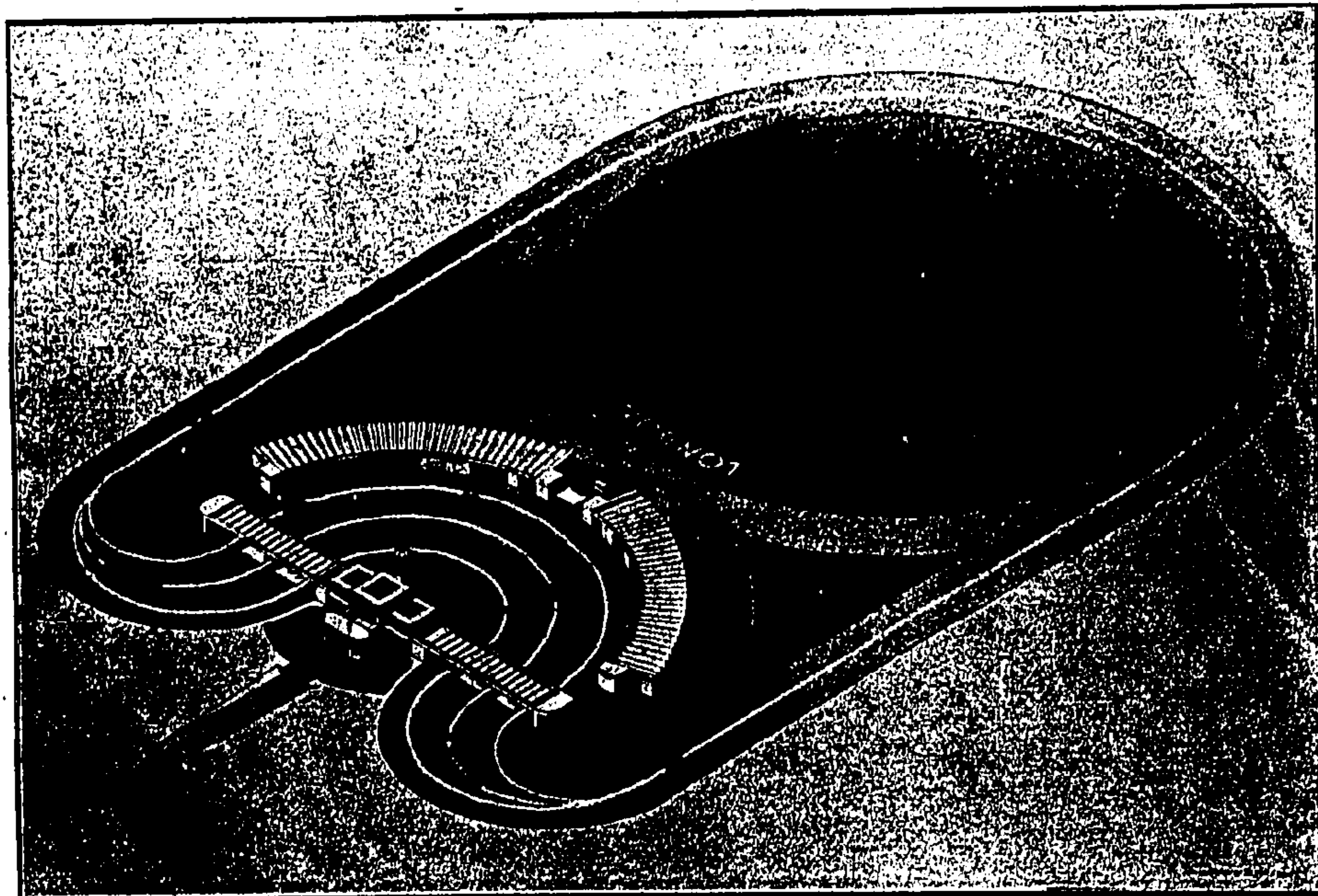
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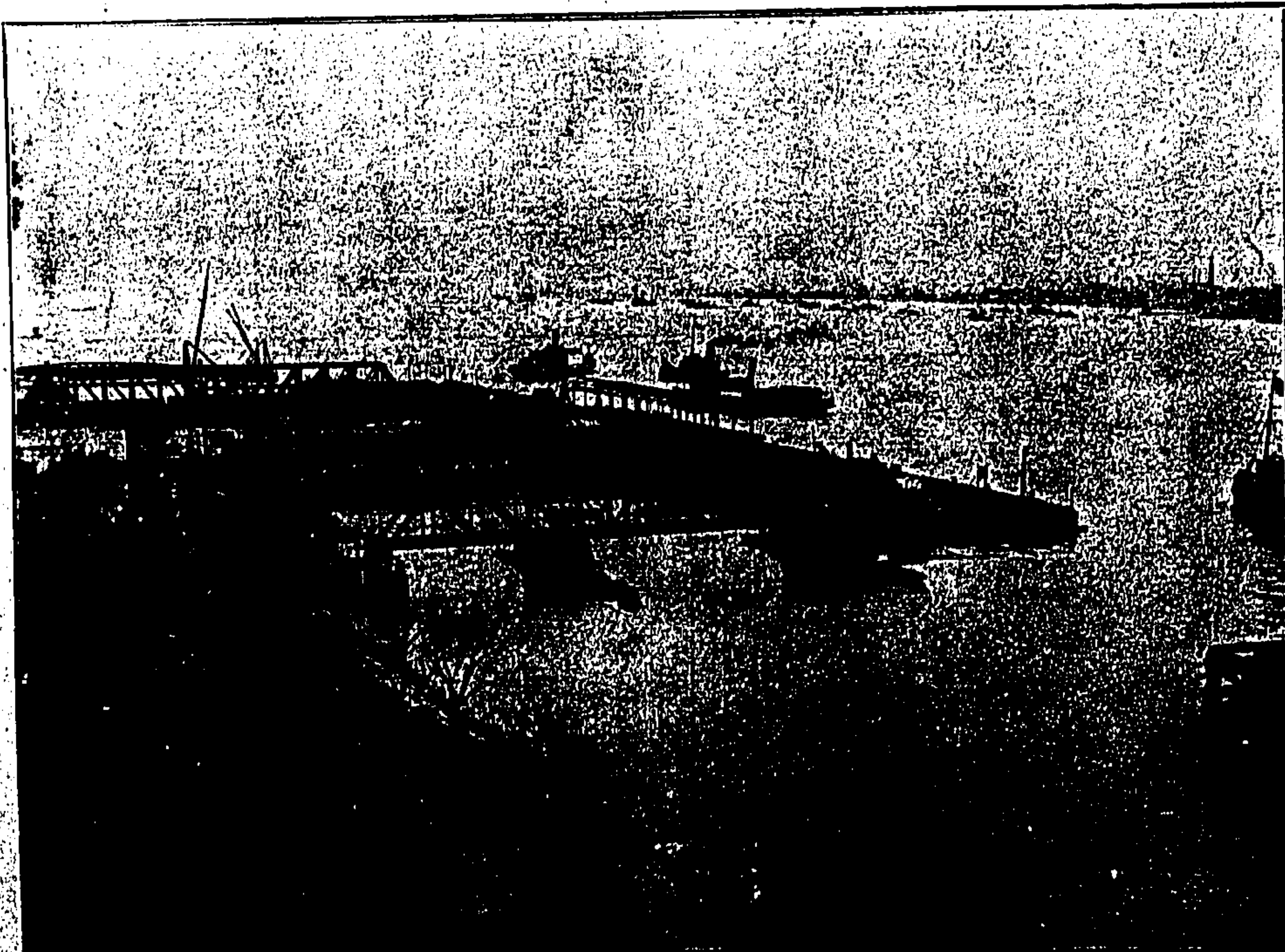
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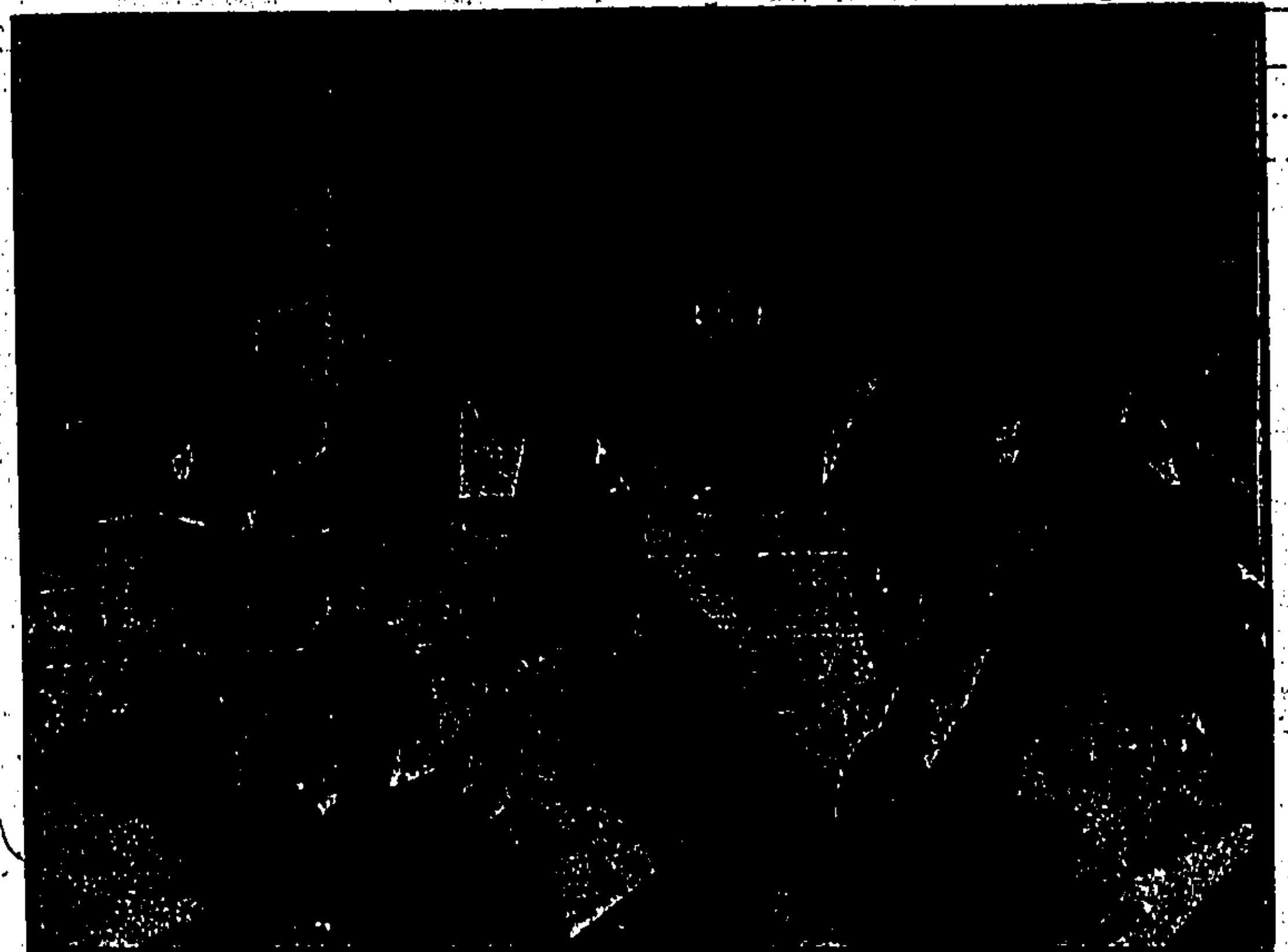
THE PRINCE OF WALES' INFORMAL TOUR OF DISTRESSED MINING AREAS.—H.R.H. the Prince of Wales, as patron of the Lord Mayor's Relief Fund, made a personal tour of the towns and villages of the Northumberland and Durham coalfields to see for himself the distressed conditions prevailing. Here is a scene at Winstan, near Newcastle. The Prince (in light overcoat) is seen with the miners' wives and children.—(Sport and General).



MODEL AERODROME COMPETITION DESIGNS.—The Royal Institute of British Architects recently held a competition for the best designs for the aerodrome of the future in London. Two prizes, £125 (1st) and £25 (2nd) were presented. This is an aerial view, plans by Mr. D. H. McMorran, of Harrow, who shared 1st prize with Mr. N. Hartland Thomas.—(Sport and General).



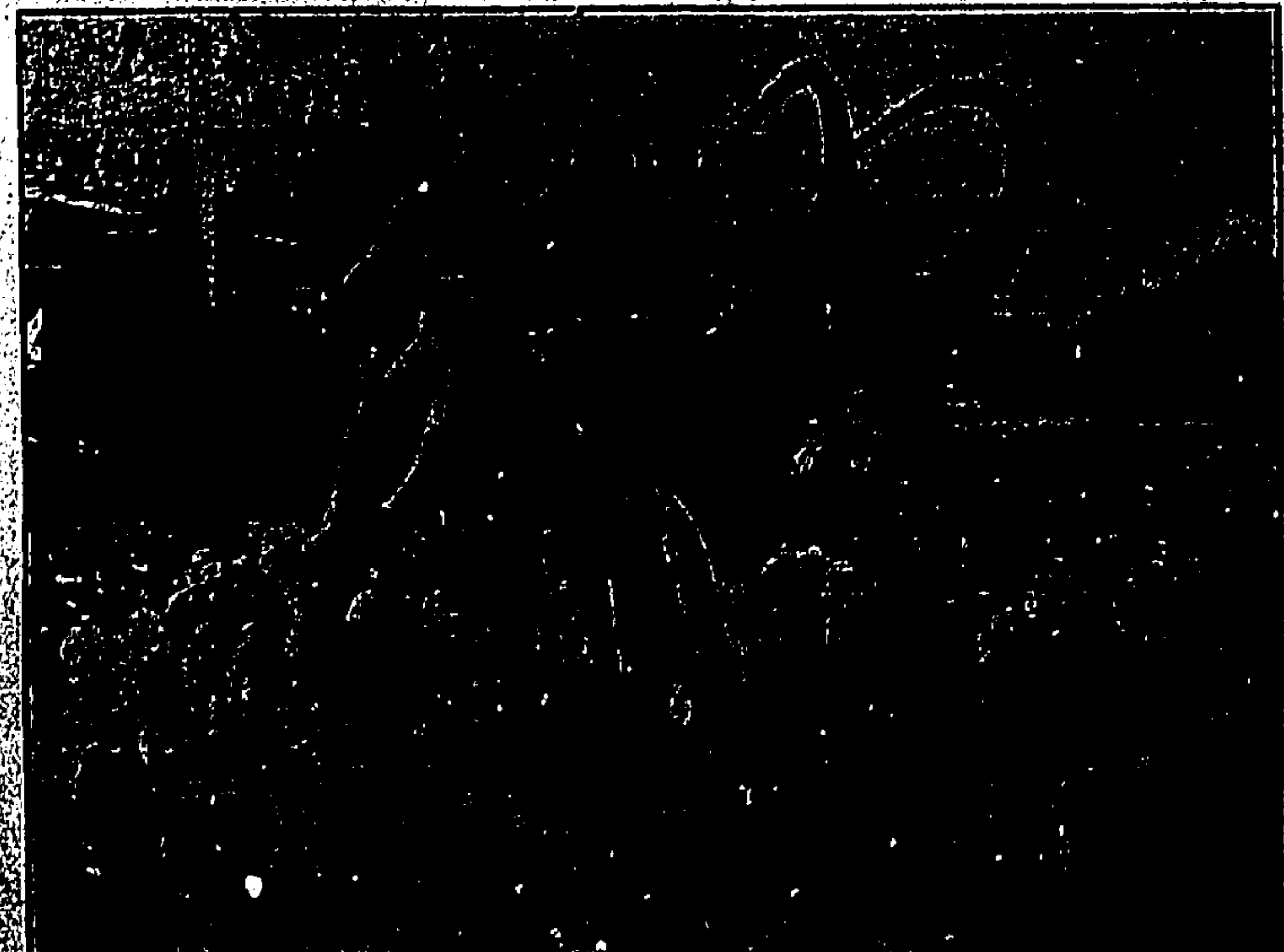
THE GREAT EXTENSION OF THE TILBURY DOCKS, LONDON.—The Royal Port of London, which sits on the River Thames, is undergoing a great extension of its facilities, which are being carried out at a cost of £4,750,000. The improvements include the construction of a new dock, a new entrance lock to the docks, and a new landing stage. Above is the new Tilbury landing stage showing the placing into position the last of the five frames of the new landing stage. On left of picture, the new station is being erected, while on right, the landing stage will contain the new section.—(Sport and General).



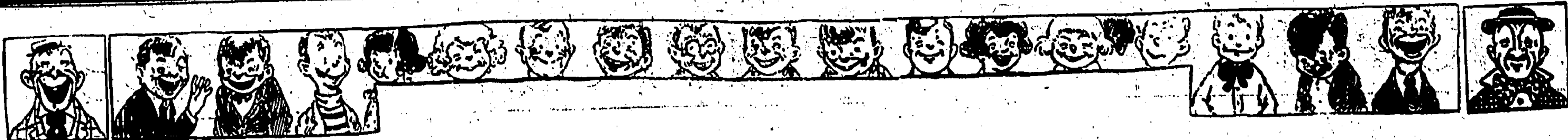
BIG BOXING MATCH AT THE ALBERT HALL, LONDON.—A vast crowd attended the Royal Albert Hall, London, to watch the fight between Phil Scott, the British heavyweight champion, and Ted Sandwina, the German-American. Scott was declared the winner on a foul in the fifth round. The British Broadcasting Corporation commentators are seen in their box, describing the fight.—(Sport and General).



A NEW INNOVATION. MALE MANNEQUINS AT THE BRITISH ARTIFICIAL SILK EXHIBITION AT OLYMPIA.—At an inauguration luncheon of the British Artificial Silk Goods Exhibition, Lady Rhonda, expressed the hope that she would one day see men going to business in silken shorts and shirts. Quick to seize on the idea, the Exhibition organised a parade of men's artificial silk wear, specially designed and made. The picture depicts the business men of the future in silken wear in the office. Will Hong Kong see the like?—(Sport and General).



WHERE KING CARNIVAL RULES.—THE TOWN OF NORTON, ENGLAND, is celebrating the annual carnival, which is followed by a grand parade. Above is the annual opening of the 'carnival' at Norton. One of the mammoth floats is shown depicting a giant, and a 'sea monster' is also being paraded in the procession.—(Sport and General).



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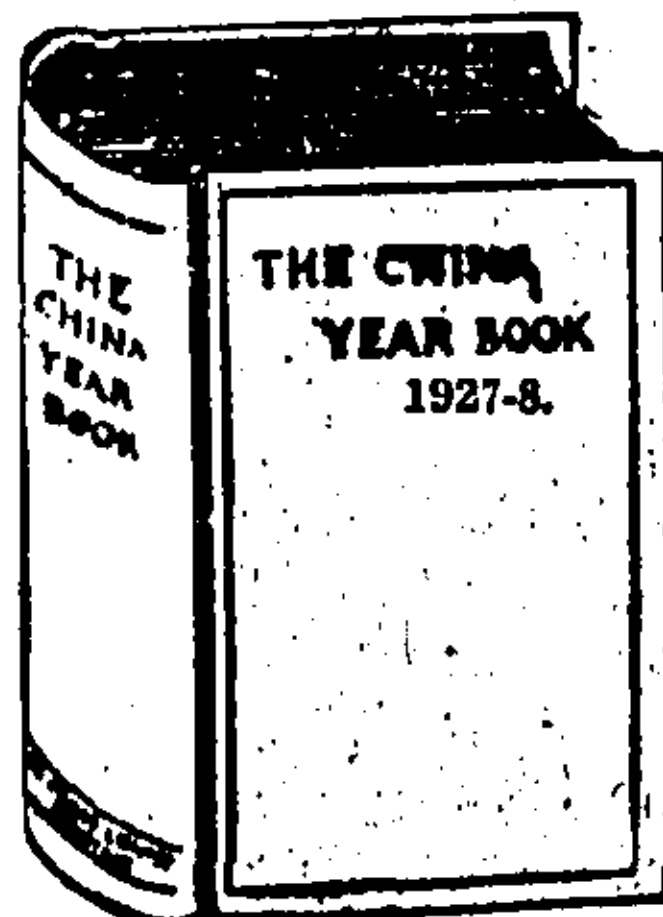
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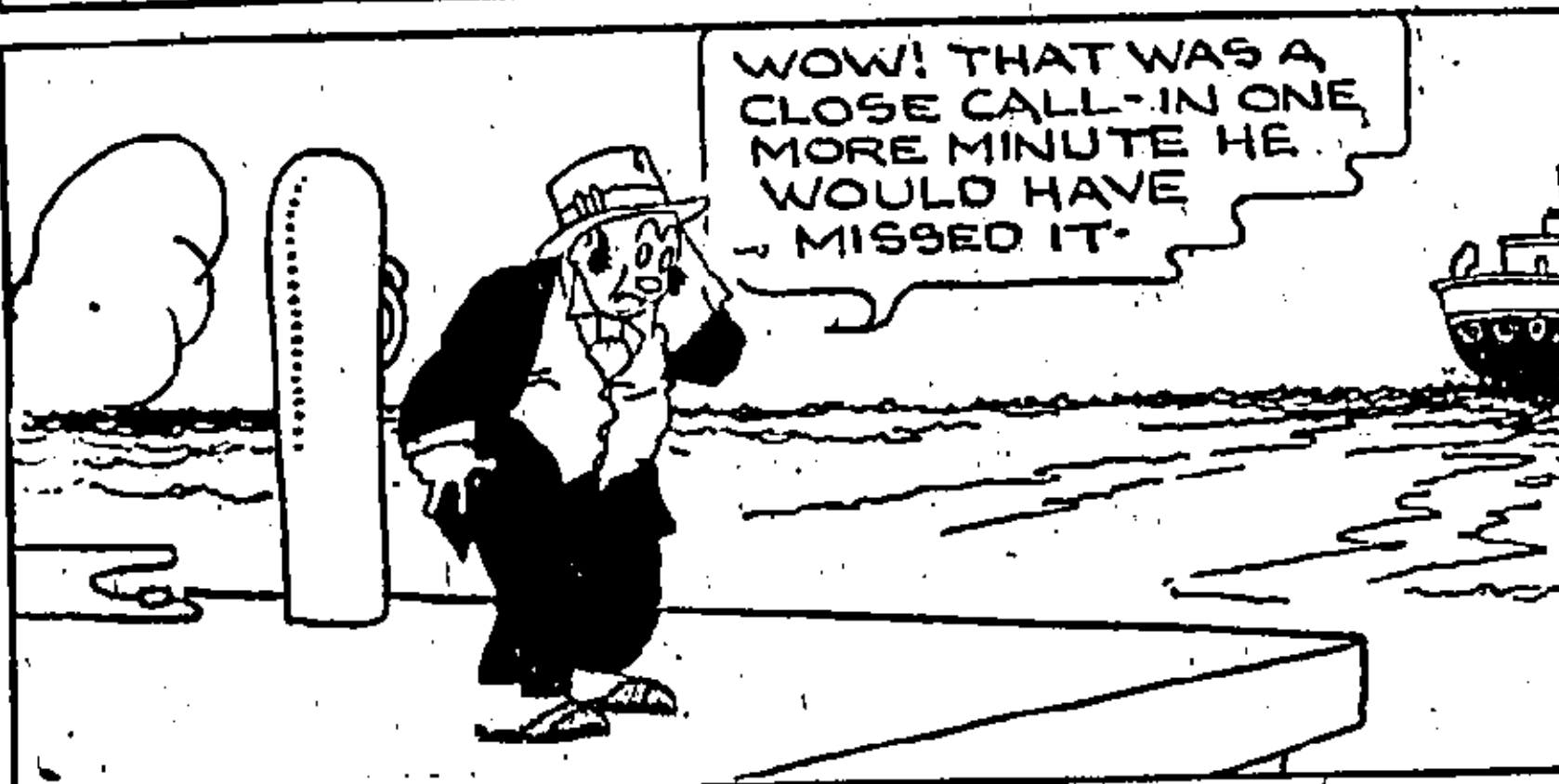
ARCHIE DEAR-I HATE
TO THINK OF YOU
BEING AWAY FROM
ME FOR SIX LONG
MONTHS AND
AWAY OVER IN
ZANZIBAR- OH
IT'S DREADFUL.

NEVER MIND-
DEAR-I INTEND
TO MAKE GOOD
AND SURPRISE
YOUR DADDY ON
THIS BUSINESS
TRIP HE HAS
LAID OUT
FOR ME.

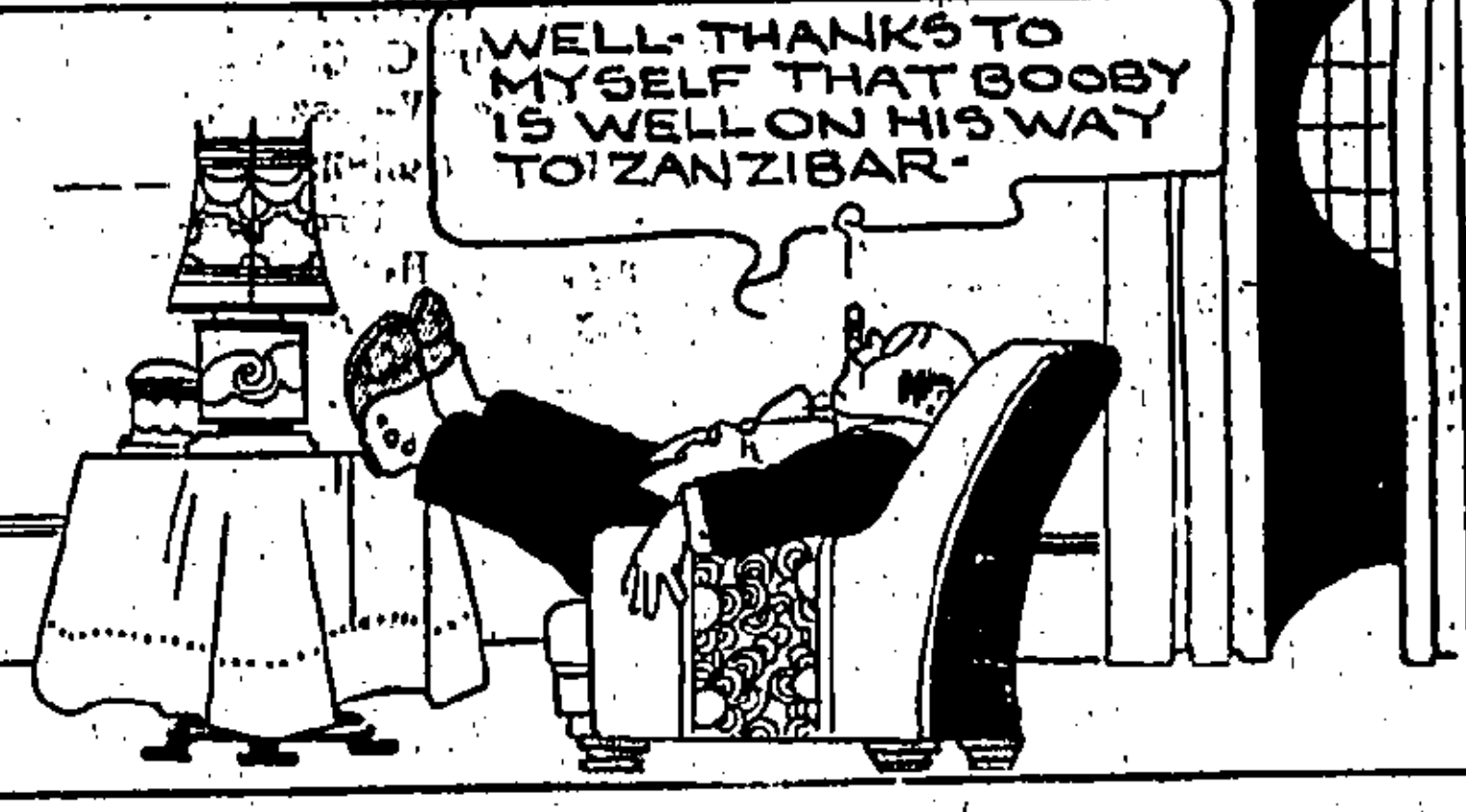
HURRY UP-I'LL
SEE THAT YOU
GET ON THAT
SHIP.

GEE! ARE WE LATE?
THEY'RE PULLING
UP THE GANG-
PLANK.

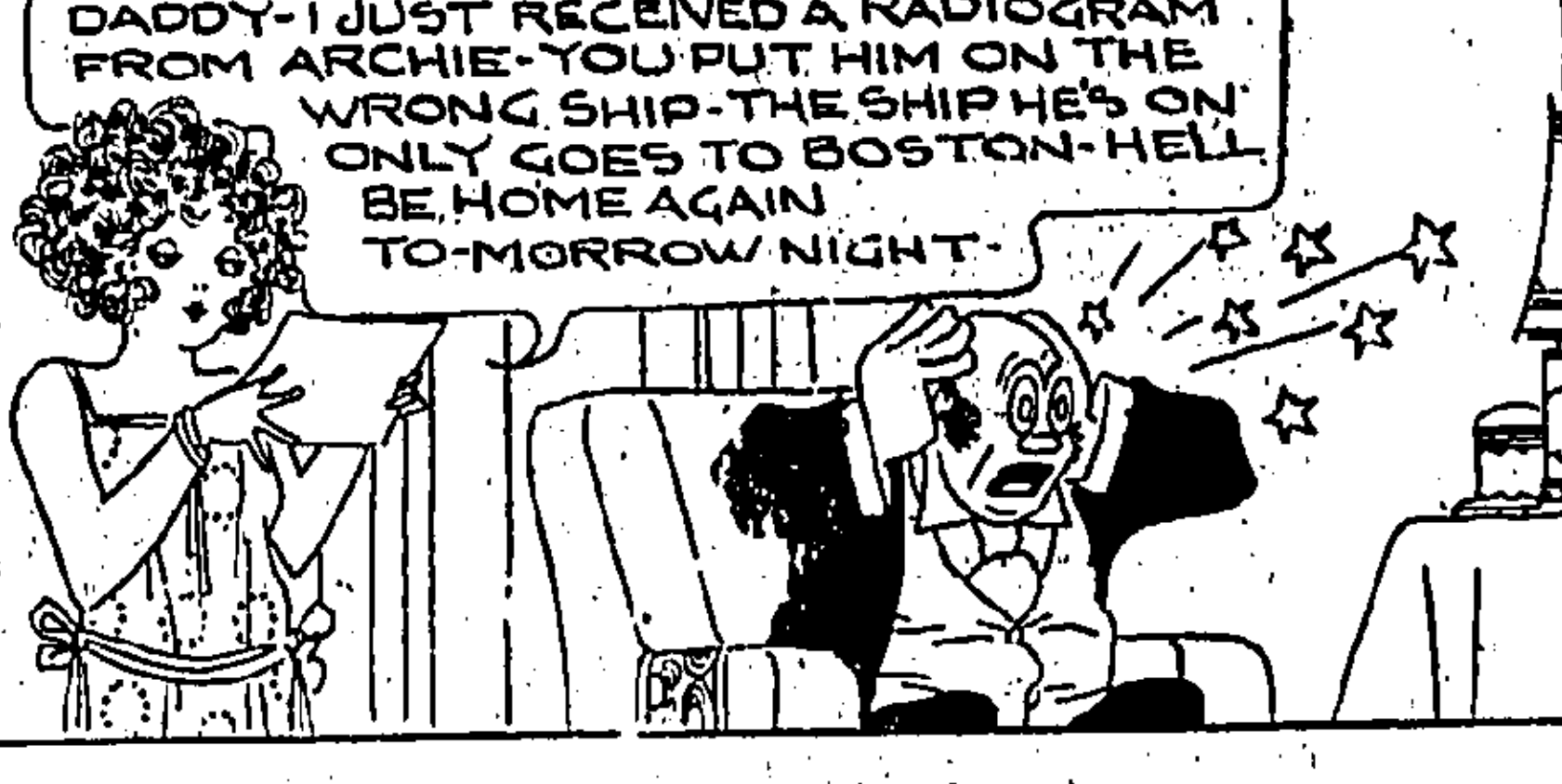
HURRY UP-YOU'VE GOT
TO MAKE IT-HBY! JUST
A MINUTE!



WOW! THAT WAS A
CLOSE CALL- IN ONE
MORE MINUTE HE
WOULD HAVE
MISSED IT.



WELL- THANKS TO
MYSELF THAT BOBBY
IS WELL ON HIS WAY
TO ZANZIBAR.

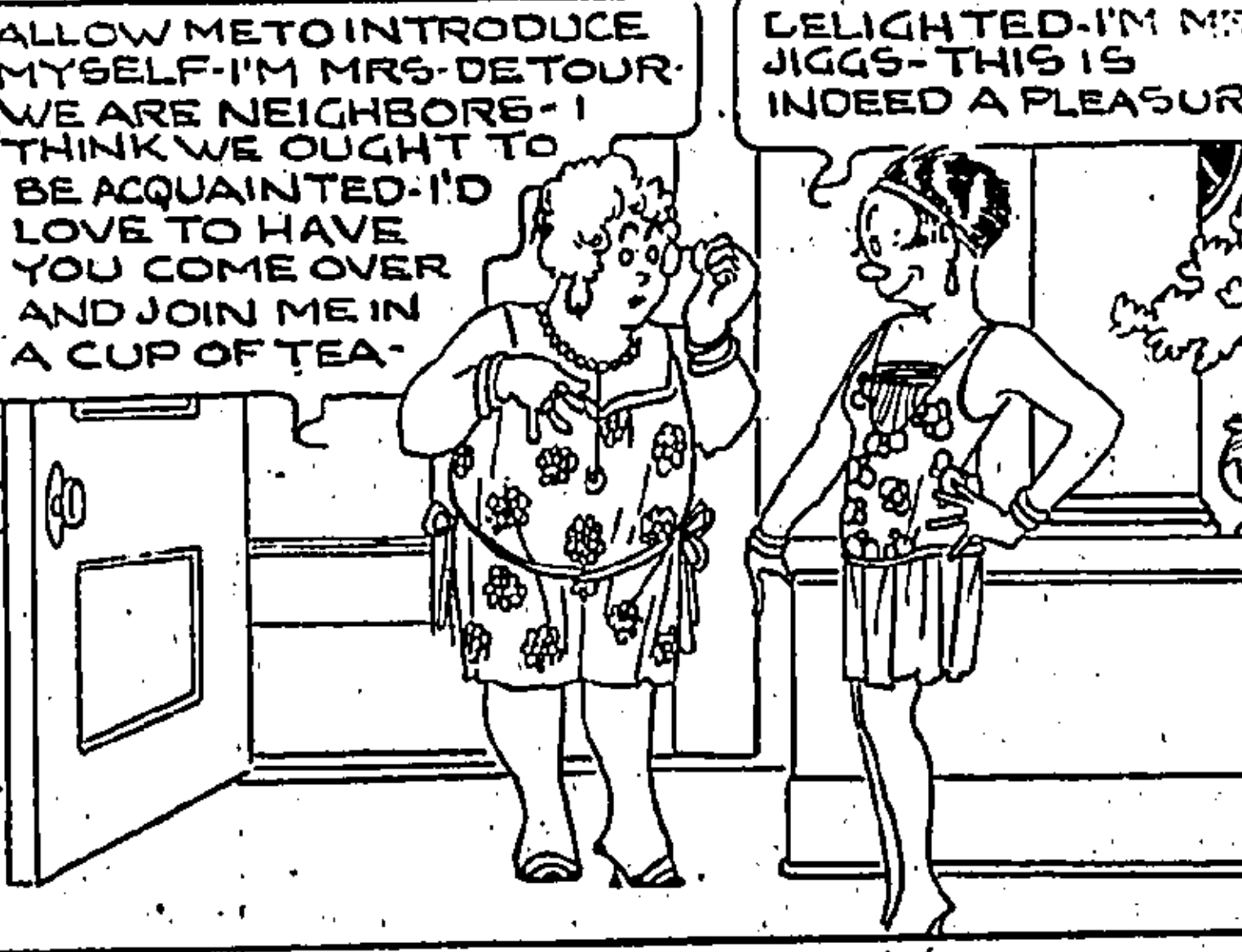


DADDY- I JUST RECEIVED A RADIOGRAM
FROM ARCHIE- YOU PUT HIM ON THE
WRONG SHIP- THE SHIP HE'S ON
ONLY GOES TO BOSTON- HE'LL
BE HOME AGAIN
TOMORROW NIGHT.

Bringing Up Father



I'M GLAD WE'VE MOVED
INTO A NEW APART-
MENT BUILDING- I'M
GONNA HURRY
HOME AN' FIX MY
ROOM TO SUIT
MYSELF.



ALLOW ME TO INTRODUCE
MYSELF- I'M MRS. DETOUR-
WE ARE NEIGHBORS- I
THINK WE OUGHT TO
BE ACQUAINTED- I'D
LOVE TO HAVE
YOU COME OVER
AND JOIN ME IN
A CUP OF TEA.

DELIGHTED- I'M MRS.
JIGGS- THIS IS
INDEED A PLEASURE



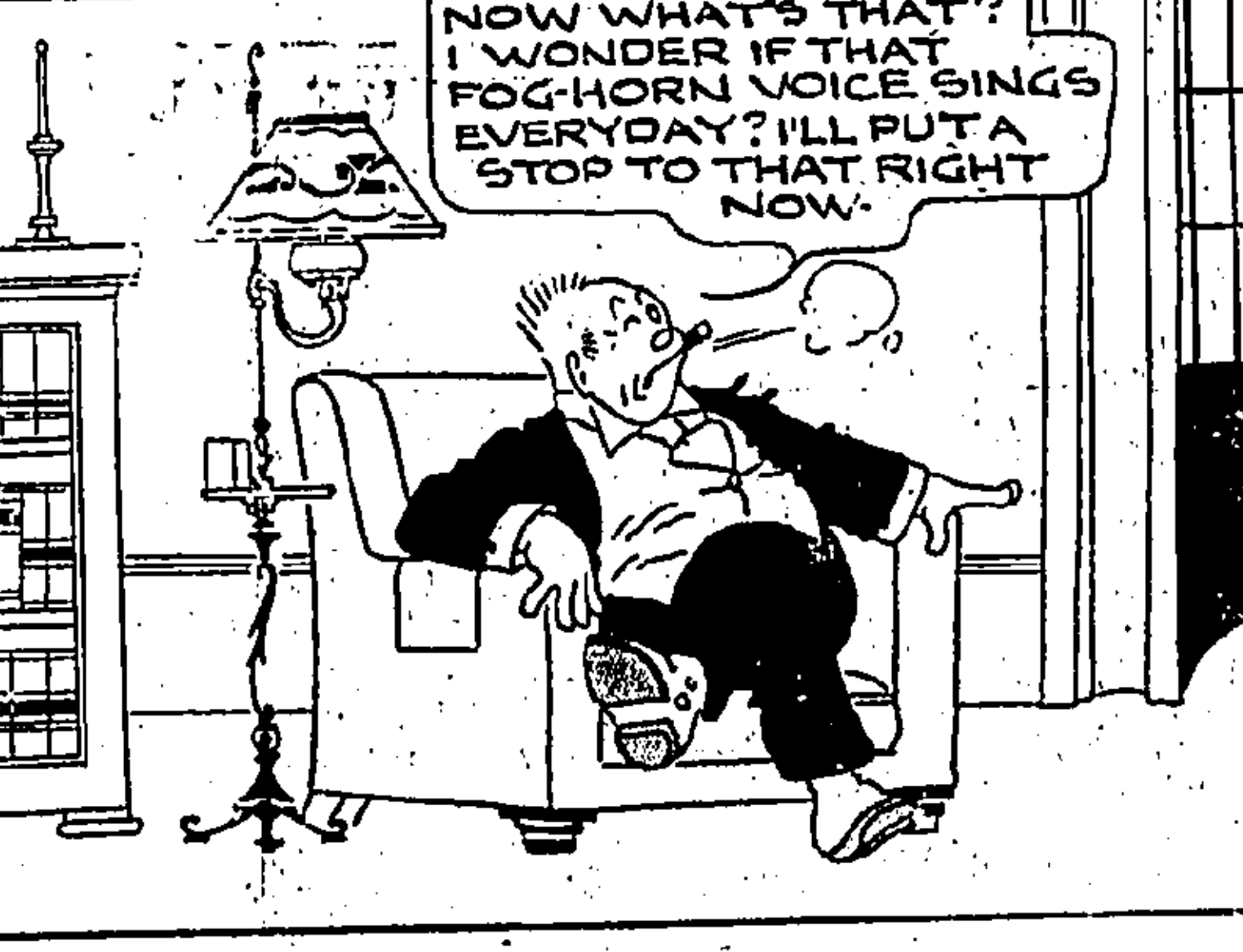
MRS. JIGGS-
THIS IS MY
HUSBAND.

CHARMED
I'M SURE
SEEMS TO
ME I'VE SEEN
YOU AT THE
OPERA.

YOU HAVE- OH,
I LOVE OPERA-
IN FACT I AM
STUDYING
SINGING
MYSELF.



HUH! MAGGIE'S NOT
HOME- SO MUCH THE
BETTER- IT'S GOIN' TO
BE QUIET FOR AWHILE
I'LL FIX MY ROOM
LATER.



NOW WHAT'S THAT?
I WONDER IF THAT
FOG-HORN VOICE SINGS
EVERYDAY? I'LL PUT A
STOP TO THAT RIGHT
NOW.

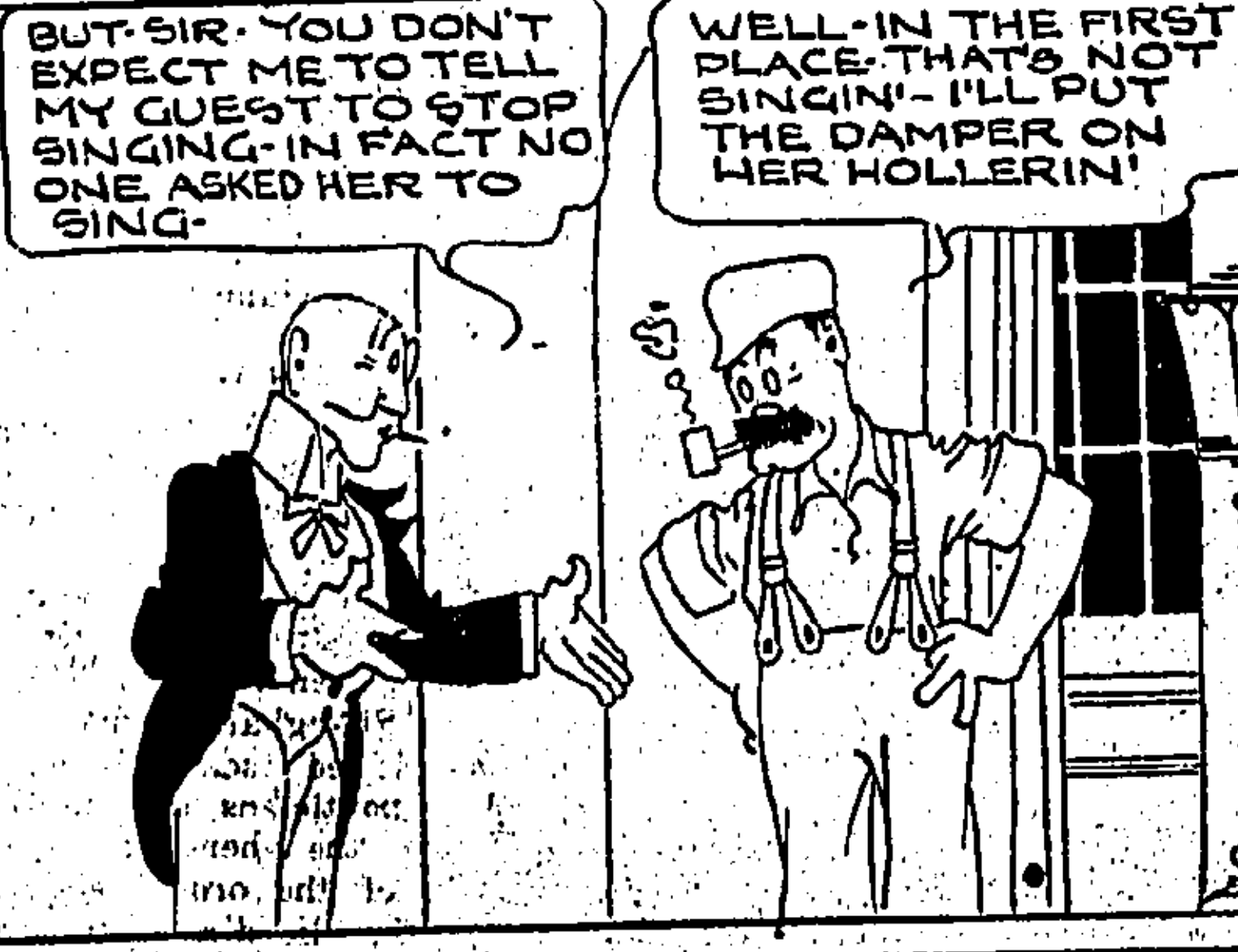


HELLO- IS THIS THE
SUPERINTENDENT?
WELL- COME UP HERE
RIGHT AWAY.



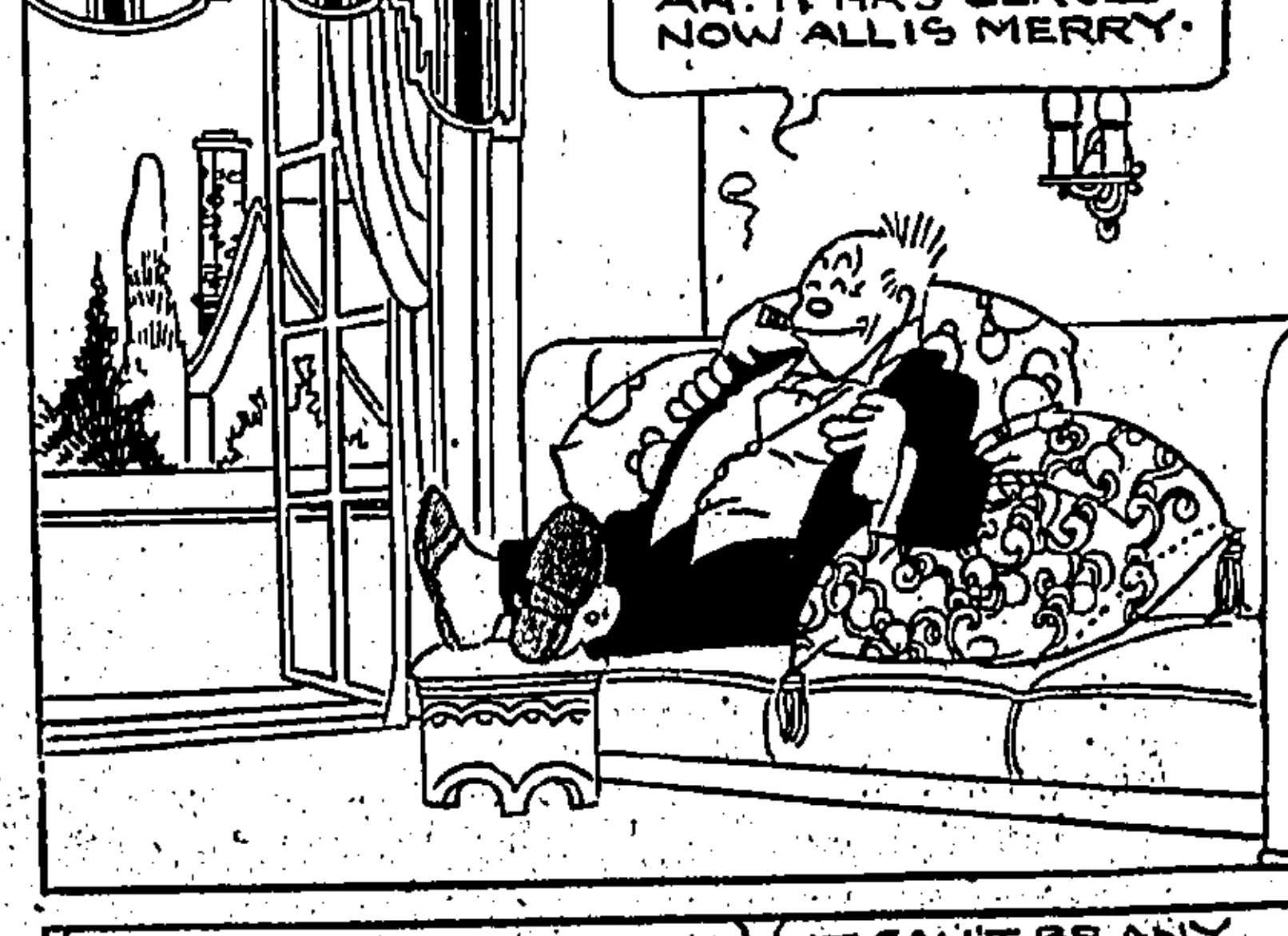
WHAT'S ON
YOUR MIND?

LISTEN TO THAT RACKET IN THAT
APARTMENT- I WANT YOU TO
TELL 'EM TO CUT IT OUT- THIS
AIN'T NO BOILER FACTORY AN'
IF YOU DON'T STOP IT I'LL
ATTEND TO IT MYSELF.



BUT- SIR- YOU DON'T
EXPECT ME TO TELL
MY GUEST TO STOP
SINGING- IN FACT NO
ONE ASKED HER TO
SING.

WELL- IN THE FIRST
PLACE- THAT'S NOT
SINGING- I'LL PUT
THE DAMPER ON
HER HOLLERIN'!



AH! IT HAS CEASED
NOW ALL IS MERRY.



WHAT'S THE
MATTER-
MAGGIE?
YOU LOOK
MAD.

I WAS NEVER SO HUMILIATED IN
MY LIFE- THE NEIGHBORS
UPSTAIRS INVITED ME IN TO TEA
AND INSISTED THAT I SING WHEN
THAT IGNORANT JANITOR
ORDERED ME TO STOP.
HE SAID ONE OF
THE NEIGHBORS
COMPLAINED.



DID HE SAY
WHO
COMPLAINED?

NO- I KNOCKED HIM COLD
BEFORE HE HAD A CHANCE
TO- I WAS ANGRY I CAN
TELL YOU- BUT WHEN HE
GETS OUT OF THE
HOSPITAL I'LL MAKE
HIM TELL ME AND I'LL
ATTEND TO THEM YOU
CAN BET.



THIS IS A BAD TIME TO
MAKE A TRIP TO AFRICA
YOU ARE LIABLE TO
RUN INTO TROUBLE
THERE.

IT CAN'T BE ANY
WORSE THAN TO GET
INTO IF I STAYED
HOME.



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COLD IN TROPICS

(Continued from Page 5.)

abounded. Insects, reptiles and animals were known to be more deadly to man in the tropics than were those in temperate zones. The natives had less need to work; so they were more selfish, savage and cruel. The climate made man less energetic in the tropics than in colder regions. He did not improve. Yet nature was more prodigal. Where vegetable and animal life of every sort grew and multiplied rapidly, man laboured less.

When the first steamship thrashed the waters near the equator the dawn of a new era commenced. To-day the tropical swamps are drained and cultivated. Tropical jungles are replaced by plantations for rubber, tea, coffee and tobacco. The dweller in the tropics can manufacture a climate in his house that those who live in more temperate zones may envy. He is no longer isolated and uncultured, for the literature and the news of the world is daily at his disposal. Yet the native of temperate zones who comes to the tropics is not entirely content with his environment. The enervating climate remains, and, except in buildings where it may be replaced by manufactured weather, it will always remain. It affects both physical health and energy.

Then and Now

It is nearly ninety years ago that the first effort to make the barren island, known as Hong Kong, into a trading centre was made. The problems associated with the task of making it more healthy, prosperous, and therefore more pleasant, were and are problems of applied science.

It is proposed to consider one of them this evening, viz., the artificial production of cold. We can, of course, purchase machine-made ice. That is an advantage that dates back only about fifty years. It is something, but no means all that satisfies the scientist.

It is possible, to-day, to produce manufactured weather. Then why is it not done in Hong Kong?

The problem that always faces the practical engineer is that of expense. It should be possible to manufacture, for an eight roomed house, the weather most suited to the average European, the weather best for human efficiency, at a total cost for machinery upkeep and running expenses that would be, roughly, the equivalent of a capital outlay of about \$8,000. Unfortunately that cost is for most of us prohibitive. When, however, we

remember that, in the early days of electric light in London, only forty years ago, the cost per candle power hour was ever so much greater than it is to-day, we may at least be hopeful that the cost of manufactured weather will be greatly reduced in the not too distant future. If this cost worked out at say \$700 a year, many people would be willing to pay that sum for such a boon. It will certainly come in time.

There will be people in Hong Kong who will look back upon this generation with the same feelings of pity that we have for those pioneers of the forties who had no electric light, steamships, cables, wireless, motorcars, telephones, tap-water, machine-made ice, motion pictures and daily newspapers.

Those people of the future will experience, as we do, the inconvenience of the enervating climate in the summer, but only when they are out of doors. They will work in offices that will be artificially regulated at exactly the desirable temperature and humidity. Many of them will dwell in houses that will have just the manufactured weather they fancy.

The Production of Cold

There is only one way known to engineers, at present, of reducing the cost of manufactured weather. It is by reducing the cost of the mechanical production of cold.

In order to obtain the air that is necessary for ideal weather conditions we must by mechanical methods control four factors. We must regulate (1) Humidity, (2) Temperature, (3) Movement, or air circulation, (4) Purity. Of these factors by far the most important, from the point of view of personal comfort and human efficiency in Hong Kong, is humidity.

That is the factor that makes our summer climate so trying, for the air contains a great deal of moisture in suspension. We have to get rid of that excessive moisture in order to make the atmosphere more pleasant. We can only do that by pumping heat out of the moist air; then the vapour condenses into water and no longer remains suspended in the air.

There is a very great range of temperature of the air on this planet. Our bodies are at a temperature of about 98 deg. F. According to the air temperature and the clothes we wear so do we feel hot and cold.

In some parts, Mesopotamia for example, the shade temperature reaches 120 deg. F., while in other inhabited places it is fifty degrees and more below zero. There is also a great range in the humidity of the air.

Experiments have shown that the human machine works at its best, is most efficient, when the temperature of the air is 70 deg. F. and the humidity is forty. With humidity at forty each cubic foot of air contains 8.2 grains of moisture.

Hong Kong Summer

Unfortunately in Hong Kong during the summer the air is usually at a temperature of about 85 deg. F. and each cubic foot of air may contain as much as 12½ grains of moisture in suspension, (humidity 100).

Now the only way that we can change that atmosphere into the ideal atmosphere of 70 deg. F. and humidity forty, is by pumping out a considerable amount of heat from each cubic foot of air. Most of the work done would be expended in pumping out heat from the water vapour, so that about nine grains of water per cubic foot of air would condense into water.

Water will not flow uphill. It falls from hill-top to mill-pond, from mill-pond to the sea, and if there were a passage from the sea to the centre of the earth, it would flow thither. It is always wanting to get to a lower level.

So with heat. If the air is at a temperature below that of the body, heat flows from our bodies into the air and we feel cold. The colder the air the quicker is the flow of heat from our bodies and the colder we feel.

In the atmosphere temperature of 120 deg. F. heat flows from the air into our bodies and we feel very uncomfortable.

Although the temperature of the body is about 98 deg. F. the body owner likes best to be in air at about 70 deg. F. humidity 40. The body produces heat, and air at 70 deg. F. and humidity 40, carries the heat away from the body in comfort.

Water will not flow uphill, but it can be pumped up by power. Heat will not run from a cold to a warmer body, but it can be pumped from a lower at a higher temperature; and that is how we make ice and produce cold.

Fifty or sixty years ago the only methods of obtaining cold in Hong Kong was by importing ice from the Far North.

Where Ice House-street now is there was a small inlet of the sea and ice-ships came alongside to discharge great blocks of ice into godowns. The godowns have been pulled down but it is said that people still occasionally shiver in Ice House-street.

Nowadays we do not import ice in Hong Kong; we manufacture it in the Colony.

(Continued on Page 14.)



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There is the death of Hong Kong's bachelor taipan, Mr. H. P. White; the conclusion of the annual racing carnival; several more annual reviews of business in the Colony, and an important pronouncement by H.E. the Governor at King's College.

Much of importance has occurred in China, with events ranging from the North to Central China and down to the South. How developments may affect trade in Hong Kong in particular and other trade generally is summed up.

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Sport Columns

GOOD OLD HOBBS

HIS FIRST CENTURY IN TEST SERIES

RYDER GETS TWO WICKETS

Jack Hobbs has come into his own again. All over the world yesterday's cricketers were saying "Good Old Hobbs." He has scored his first Test century in the present M.C.C. tour in Australia.

Hitherto his highest score in the four Tests was 74. Now, with the probability of one more innings, his Test average (for the tour) has gone up from 34.85 to 48.25 and his aggregate from 244 to 386.

In short he made 142 out of 235 runs for 3 wickets at Melbourne yesterday, on the opening day of the Fifth Test, batting 3 hours and 48 minutes and hitting 11 fours.

Until his going England had done well. His dismissal came late in the day, through Ryder (the Australian captain) and further disaster followed, Tydesley being sent back also by Ryder, before stumps were drawn. Play continues to-day full details of which will be published in to-morrow's "Sunday Herald." Scores at close of play yesterday:—

ENGLAND — 1st INNINGS	
J. R. Hobbs, l.b.w., b Ryder	142
D. R. Jardine, c Oldfield, b Wall	19
W. R. Hammond, c Fairfax, b Wall	38
E. Tydesley, c Hornbrook, b Ryder	31
G. Duckworth, not out	3
Extras	7

Total (for 4 wickets) 240
Fall of wickets:—1 for 64 runs (Jardine), 2 for 146 (Hammond), 3 for 235 (Hobbs), 4 for 240 (Tydesley).

To bat:—M. Leyland, E. Hendren, G. Geary, M. V. Tate, H. Larwood, J. C. White.

Australia:—J. S. Ryder (captain), W. M. Woodfull, D. Bradman, A. Fairfax, C. V. Grimmett, P. M. Hornbrook, A. Jackson, A. F. Kippax, W. A. Oldfield, R. M. Oxenham, T. Wall.—E. L. A. Beckett (12th man).

CRICKET

VOLUNTEERS TO PLAY COMBINED LEAGUE

The following will represent the Volunteers against the Combined League in an all day match on the Kowloon Cricket Club ground to-morrow, commencing at 11 a.m. sharp:—

E. J. R. Mitchell (captain), H. Owen Hughes, A. W. Hayward, O. Moor, E. C. Fincher, C. D. Wales, J. L. Bonnar, A. Reid, C. E. R. Divett, F. Zimmermann, and W. Hunt.

BASEBALL

CHAMPIONS OF ASIATIC FLEET HERE

As the American Asiatic fleet is in harbour, there will be some very interesting baseball games over the week-end.

The Hong Kong Baseball Association has succeeded in arranging a game between the champions of the Asiatic fleet and the Honolulu Chinese and Hong Kong Chinese combined, on Caroline Hill to-morrow at 1.30 p.m. No admission will be charged.

Several of the Honolulu players have left but the infield players and the main battery remain intact, so a lively and close game is anticipated.

All those interested in baseball will have the opportunity of watching some star players perform. Yau Chung, the Chinese pitching ace from Honolulu, and the brilliant little catcher, Wah Han, will form the main battery for the Chinese.

We do not know what the champions of the Asiatic Fleet have in store, but those of our readers who have watched the "Pittsburg" men play can easily judge their calibre.

Besides the six members of the Honolulu team, the Chinese team will have the following to pick from:—W. Shing, R. Shim, T. Chinn, Chinn Kee, Choy Bing-fun, Leung Yuk-tong, K. F. June, Victor Wong, and Chang Bi.

LAWN TENNIS

RESULT IN CRICKET CLUBS TOURNAMENT

Yesterday's tennis tournament ties at the H.K.C.C. resulted: Open Singles: T. Honda beat J. Barrow 6-1, 6-2, 12-10; M. W. Lo beat H. Yoshida 6-0, 6-2, 12-10; S. A. Rumjahn beat W. C. Hung 7-5, 6-1, 6-1.

Handicap Singles: G. W. Sewell (owe 15/1) beat R. K. Valentine (rec. 1/8) 6-3, 8-1; Handicap Doubles: H. V. Parker and L. A. R. Duncan (rec.) beat

FOOTBALL

CHINESE TO MEET U.S. SAILORS

A friendly football game between a combined team of the South China and Chinese Athletic Associations and the U.S.S. "Pittsburg" will be played to-morrow afternoon, on the Hong Kong Football Club ground at 4 p.m.

This game will be played under the auspices of the Hong Kong Chinese Amateur Athletic Federation, and is especially arranged at the request of the "Pittsburg." This vessel is the flagship of the United States Asiatic Squadron, and its team now hold the Squadron's football championship.

Whilst in Shanghai they met several eminent teams in friendly games and on each occasion they gave an excellent account of themselves. This is the first time for many years that a U.S. Service team makes its appearance here in Association football. Their men are capable of producing a high standard of play, and in other departments of sports, such as baseball and basketball, they accounted for our best on their last visit.

The Hong Kong Chinese Amateur Athletic Federation will also take this opportunity to make this game as a trial game for prospective candidates for the team to be sent down to Singapore in May next. Therefore, for this game, the players will be selected from the following members of the South China and Chinese Athletic: Pau Ka-ping; Lai Yuk-tat; Ng Kam-chuen; Lum Yuk-ying; Wong Shui-wa; Ho Choy-yin; Wong Shui-wo; Suen Kam-shun; Wong Pak-chong; Ip Pak-wa; Chan Kwong-ku; Fung King-cheong; Li Tin-sang; Lau Mau; Chan Sik-pui; Leung Yuk-tong, and Wong Mee.

GOLF

STARTING TIMES AT FANLING COURSE

The Royal Hong Kong Golf Club notifies the following starting times for to-morrow:—

9.03 a.m. C. B. Riggs, H. Spicer.
9.16 " J. R. Collis, A. C. I. Bowker.

9.28 " T. L. Christie, I. H. Goare.
9.32 " A. Leach, J. P. Warren.

9.36 " J. D. Thomson, A. Macfarlane.
9.40 " A. H. Ferguson, L. R. Andrews.

9.44 " W. L. Dunbar, R. K. Valentine.
9.48 " D. L. Newbigging, S. A. Seap.

9.52 " P. Jacks, G. Davidson.
9.56 " A. Webster, W. A. Weight.

10.00 " E. P. Fletcher, E. M. Bryden.
10.04 " A. G. Copplin, S. S. Perry.

10.08 " F. M. Ellis, W. K. Tait.
10.12 " J. H. Raikes, S. J. H. Fox.

10.16 " N. H. Laver, F. M. Merry.
10.20 " H. A. Lammert, B. D. Evans.

10.24 " W. J. Roberts, H. D. Browne.
10.28 " J. Thayer, J. Taylor.

10.32 " L. Garner, G. E. Mitchell.
10.36 " A. B. Raworth, M. M. Maas.

10.40 " C. W. Jeffries, N. K. Littlejohn.
10.44 " W. J. S. Key, G. B. S. Thomson.

10.48 " G. E. Ellams, C. B. Brown.
10.52 " E. C. Fredericks, E. D. Lawrence.

10.56 " G. W. Sewell, A. D. Humphreys.
11.00 " C. E. Holmes, D. Ellis.

11.04 " R. A. Moodie, W. J. Clerk.
11.08 " E. P. Streatfield, W. Smith.

11.12 " C. Mycock, E. J. Edwards.
11.16 " C. L. Sandes, T. G. Bennett.

11.20 " N. V. A. Croucher, J. P. Sherry.
11.24 " B. Petheram, A. Morley.

11.28 " A. R. Cox, C. J. Waddell.
11.32 " A. B. Purves, E. des Voeux.

11.36 " A. E. Lissaman, F. A. Redmond.
11.40 " C. P. Ross, C. Thwaites.

11.44 " J. Cameron, Capt. Dobla.
E. R. and T. J. Price (rec. 15) 4-6, 6-4, 6-3; G. N. de Man, and C. Stiger (rec. 4/8) beat E. J. R. Mitchell and G. R. Horridge (rec. 5/6) 6-4, 4-6, 6-4; A. H. Fenn and A. C. L. Bowker (rec. 15) beat J. L. Bonnar and V. W. L. Stanton (rec. 6/8) 6-4, 4-6.

MERCHANDISE MARK

EMPIRE TEA GROWERS' APPLICATION

REASONS FOR REFUSAL

London, Yesterday. The "Daily Express" understands that the Board of Trade Standing Committee, under the Merchandise Marks Act, have refused the application made by Empire tea growers to have all packet teas marked with the country to origin.

The Public's Apathy? The Tea Marketing Committee, however, desires to make it clear that it does not accept the contention of the opponents of the application that the public is apathetic as regards the origin of its tea. This is of itself a good reason for refusing the order. The Committee point out that even if experts find it impossible to detect the presence of foreign tea in blend.—Reuter.

Practical Difficulties The Board of Trade Committee, under the Merchandise Marks Act, has decided that the practical difficulties of marking each packet with an indication of its origin would be so serious that they do not recommend that imported tea should be marked.—British Wireless Service.

PRES. HOOVER

DETERMINED TO ENFORCE PROHIBITION

Washington, March 7. As forecast in President Hoover's inaugural address, a special session of Congress is to be held on April 15, to consider agricultural relief limited to changes in the tariff.

Mr. Hoover, it is stated, has already had several conferences with the Attorney-General and with effective enforcement of Prohibition. Senator Borah regarding the motion.—Reuter's American Service.

S.P.C.A. BALL

PRIZE WINNERS FOR FANCY COSTUMES

Last night the Society for the Prevention of Cruelty to Animals scored a distinct success with the Ball held in the Rose Room and roof garden of the Peninsula Hotel. There was a large attendance, many of the fancy costumes being at once striking and original. The selection of dance music gave the utmost satisfaction, and everybody thoroughly enjoyed themselves.

The Hon. Sir Henry Pollock was present with a party of 18, and was seen dancing a few times. Others present, with parties and otherwise, were Sir Shou-son Chow and Lady Shou-son Chow, Mr. P. J. Wodehouse, Mr. and Mrs. R. Baker, Mr. D. W. Tratman, Mr. D. H. Blake (Chairman), Mr. H. B. Parker, Mr. J. Buchanan (Secretary), the Misses Ho, Mr. C. D. Melbourne, Captain Whyte, Commander Gifford, Mr. J. J. Muccio, and Mr. H. Shentz. The winners of the prizes for the best fancy dresses were: Ladies, 1. Miss M. Ho, 2. Mrs. Hale. Gentlemen, 1. Mr. E. R. S. Ho, 2. Mr. R. L. Stewart.

NEW REFUSE LAUNCH

The Government intends to build a new refuse launch similar to "S. D. 3," the cost not to exceed \$52,000. The length is to be 79 feet over all, beam 16 ft. 8 in., by 9 feet moulded depth; and speed not less than 9 1/4 knots.

In the Summary Court case Narian Singh (watchman) v. Standard Oil Co. of New York for \$50 (a month's wages and a month's wages in lieu of notice), his Honour the Puisne Judge (Mr. Justice Wood) gave judgment for plaintiff for \$33.75 and costs (being 11 days actually worked in January and a month in lieu of notice). Plaintiff worked at the Lathikok installation and alleged that he had been improperly dismissed. Mr. J. M. d'Almada Remedios was for plaintiff and Messrs. Wilkinson & Crist for defendants. A similar claim by another watchman is pending.

Passengers for Manila on the "Empress of Asia" included Mr. W. H. Bell, Mr. and Mrs. W. Smith, Mr. E. F. Stephenson and Mrs. L. K. Sterling.

Two "C" class mooring buoys, hitherto used in the harbour by the Government, and now lying at Falkoo Dockyard, are to be sold.

The General Committee of the Hong Kong Chinese General Chamber of Commerce is to hold its monthly meeting at 2.30 p.m. on Tuesday.

Capetown, Yesterday. Mr. Van Lear Black, American newspaper magnate, who is flying round the world, left here to-day on his return journey to London.—Reuter.

NAVY ESTIMATES

FLEETS STRENGTH AND "AIR ARM" UNDIMINISHED

SINGAPORE BASE VOTE

London, Yesterday. The Navy Estimates for this year amount to \$56,865,000, a reduction of \$1,436,000 compared with 1928. The Rt. Hon. W. C. Bridgeman, First Lord of the Admiralty, in a statement accompanying the Navy Estimates, pointed out that a reduction has been made even though fleet air arm is undiminished.

A sum of \$3,621,000 has been voted for new construction, which is \$1,008,000 less than in 1928. The main reason for this smaller provision is the cancellation of three cruisers from the 1927-28 programmes. The vote for the fleet air arm is increased by \$220,000, mainly to meet the cost of two further flights for the aircraft-carrier "Glorious."

The Personnel Personnel will be reduced in 1929 by 3,000 compared with last April. Sir Charles Maddon is due to retire in July but has consented to prolong his term of office as First Sea Lord until a more convenient date.

The programme for 1929 provides for commencing the construction of three cruisers and one flotilla leader, eight destroyers, six submarines and six sloops. Although piracy continues rife in the China seas the situation is less exacting from a naval point of view.

For Singapore An additional provision for work on the Singapore base is responsible for a small increase. This work in the past has made small demand up Navy Votes, in consequence of generous contributions from New Zealand, Malaya, and Hong Kong, but the 1929 expenditure will exceed the naval share of contributions still in course of payment by \$200,000. Now that the main engineering contract is placed the cost to Navy Votes will largely increase in the next few years unless additional contributions are forthcoming from the Empire.

Economical Policy The policy adopted has been to effect economies in maintenance charges, in order to off-set the expenditure on three main objects: Firstly, the advancement of the new construction programme; secondly, the Singapore Base; and thirdly, the gradual expansion of the fleet air arm.

The absence of any disturbing feature in the general naval position has justified spreading over a long period the fulfilment of many important naval requirements. In conformity with this policy a reduction is proposed under every Vote for effective services.

The employment of aircraft with the fleet is steadily progressing. The number of hours flown from aircraft-carriers has increased by seventy-three per cent.

Also, an organisation has been established in conjunction with the Board of Trade to extend a worldwide system of warning to merchant ships as to changes of lights, buoys, and as regards other dangers to navigation. This will be effected by utilising wireless stations in British territory everywhere.—Reuter.

GIANT LINER

INTERESTING STATEMENT BY LORD KYLSANT

HOME SHIPBUILDING

London, Yesterday. Lord Kilsant, Chairman of the White Star Line, last night made an interesting statement regarding the new 60,000 tons White Star liner now being built at Belfast.

He said that when completed, the vessel, which will have a length of one thousand feet, will be larger and longer than any other afloat or under construction. It will be electrically propelled, but the question as to whether the machinery for generating electricity should take the form of steam turbines or motor engines had been receiving long and anxious consideration.

Everything indicated the probability of internal combustion forces being adapted to produce the enormous electrical power that must be developed to propel so large a vessel at high speed.

The fact that it might be possible to utilize motor engines coupled up with an electric drive, for that ship constituted a further remarkable development in marine engineering.

Regarding the general situation, Lord Kilsant said there were distinct signs of the shipbuilding industry becoming more active.—Reuter.

Mr. P. M. Kavlir, of No. 39, Ashley-road, Kowloon, has reported to the police that, some time between 2.30 and 6 p.m., yesterday, a thief entered his bedroom, and stole four pieces of clothing worth \$50.

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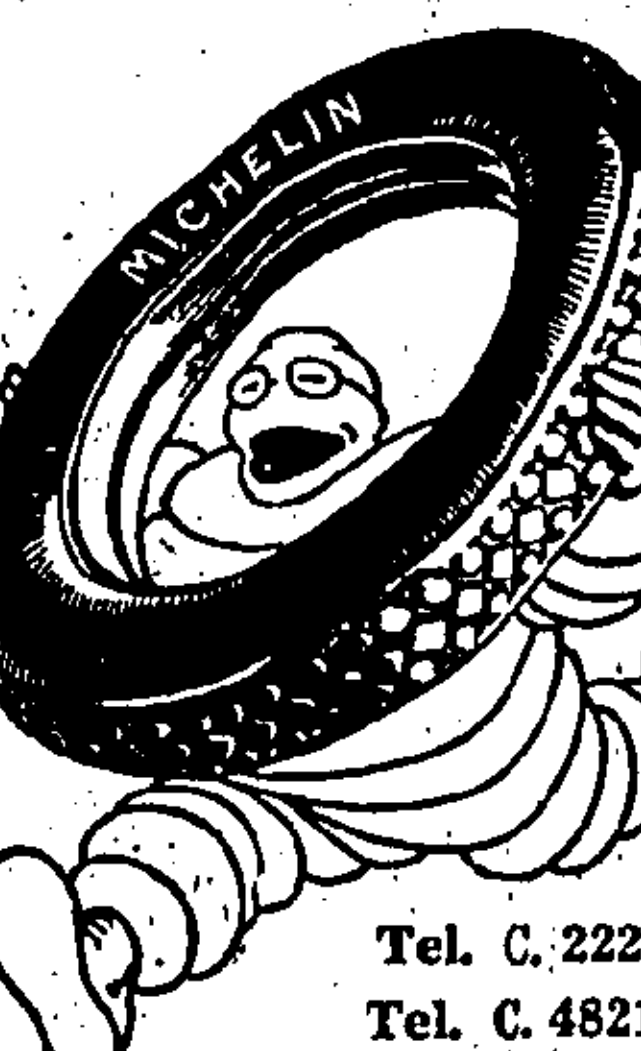
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BANK NOTES

LOCAL CIRCULATION AND RESERVE

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hong Kong, during the month ended February 28, 1929, as certified by the Managers of the respective Banks are as follow:—

Banks	Average Amount	Specie in Reserve
Chartered Bank of India, Australia and China	\$17,144,583	\$6,300,000*
Hong Kong and Shanghai Banking Corporation	50,881,892	34,000,000*
Mercantile Bank of India, Ltd.	1,848,024	860,000*
Total	\$69,874,499	40,960,000*

* In addition Sterling Securities are deposited with the Crown Agents valued at \$1,282,100. † In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,990,442. ‡ In addition Securities deposited with the Crown Agents valued at \$160,000.

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information under Section 5 of the Mercantile Bank Note Issue Ordinance, 1911. (Ordinance No. 65 of 1911) —

Security	Amount mkt price	Latest Market
5% Treasury Bonds	\$1,150,000	\$1,150,000
4% Treasury Bonds	\$1,150,000	\$1,150,000
3% Treasury Bonds	\$1,150,000	\$1,150,000

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COLD IN TROPICS

(Continued From Page 12)

The only general method of cooling people in Hong Kong is by fans. There are upwards of 40,000 electric fans in Hong Kong. Fans are better than nothing, but they are a poor substitute for manufactured weather. Big rooms, even so much bigger than this, are kept at below freezing point in the tropics. Surely it is possible to regulate the atmosphere of this room so that the air shall be at the temperature and humidity we desire.

The first impression of anyone who visits an ice making factory is surprise at seeing coal going in at one end and ice coming out at the other. It sounds a paradox when you are told that in order to obtain cold you must produce heat. Yet to the student of modern science the source of all things is heat.

Wind and weather, all vegetation, all life take their origin and find their strength in heat.

Not only man and all of the higher animals, but the lowest and simplest vegetable types as well, depend upon heat for their existence and absorb it constantly as their food.

The source of all energy on this earth is the heat of the sun. The flame from coal or oil is just a rush of liberated sunbeams.

"Cold" is the absence of heat. We may define the science of refrigeration, or the production of cold, as the process of eliminating heat.

We must not confuse heat with temperature. Heat can be represented on a diagram by two dimensions. Just as an area shows length and breadth as lines, so we can represent heat diagrammatically as an area, showing temperature as a line.

The Heat Pump

Let us trace out how much heat we must abstract, or pump out, of 1 lb. of water to make 1 lb. of ice.

In the summer, in Hong Kong, the water is at about 88 deg. F. To reduce one pound of water from 88 deg. F. to ice at 32 deg. F. we must pump out, say, a total of 200 heat units.

To boil 1 lb. of water at 88 deg. F. into steam we must supply about 1,100 heat units.

So that it takes nearly six times as much heat to make steam as we must pump out of water to make ice.

We can boil off other fluids. If we place ether or alcohol on the skin, the rapid evaporation resulting from the absorption of heat from the skin produces a cold sensation.

We can have a liquid like ammonia that will boil off at a temperature below 32 deg. F. If then we surround a vessel containing this liquid with water, the heat needed to boil it off will be abstracted from the water and ice will be formed.

Heat may be eliminated from a given space, from this room, by absorbing it through the melting of ice.

Each pound of ice that is melted to water and brought up to 88 deg. F. absorbs 200 heat units. If we had a block of 100 lbs. of ice in the room in the summer we should absorb 20,000 heat units from the room by melting it.

Cooling A Room

That is one way of cooling a room, or an ice chest.

Our bodies are continually pumping heat into the atmosphere of the room; and even if we do abstract heat from the air of the room, more heat leaks in from outside through the windows and from our bodies.

If we wanted to keep this room at some condition, say that most comfortable for most people, 70 deg. F. temperature, humidity 40, it is not enough to cool the air in the room. We have to continue to keep drawing out of the room all the heat that leaks in from outside and also all of the heat given out of the bodies of the people in the room.

If we want to make ice, it is not enough to get the water in a can down to 32 deg. F. the freezing point of water; we have to take a great deal of heat out of the water to turn it into ice. If we want to condense the water vapour of the atmosphere into water we have to pump out about 1,000 heat units per pound of water condensed.

But what becomes of the heat so extracted? It is passed on to some other body. Usually it is, as it were, pumped into water, that is called cooling water, because the water cools or carries away heat; although in the process of the temperature of the cooling water rises because it absorbs heat.

So we must have some sort of a pump to extract the heat, and we use either water or air to carry the heat away.

A refrigerating machine is just like a pump that sends water from this level up to the Peak.

Cold Producers

It was in 1852 that Kelvin suggested a mechanical method of

producing cold and in 1882 Kirk made the model of an air machine. One of Kirk's earliest machines worked in an ice factory in Hong Kong, and produced 4 lbs. of ice for 1 lb. of coal. It was very bulky.

In 1877 there were produced the first air-machines for chilling meat. The great difficulty was the deposit of snow because of the humidity of the atmosphere.

A 300 h.p. engine working in London causes 170,000 cubic ft. of air to pass through it per hour and that air is cooled to a very low temperature before it is returned to the cold chamber. It is found that eight hours a day working is enough to keep the room cold.

Air can be better employed for cooling itself than for any other cooling purposes, such as making ice. So in many freezing machines we use ammonia and other gases instead of air as the heat carrier.

If we compress a gas in a machine we increase the heat in it. If we expand a gas we decrease the heat in it. The air and other cooling machines work that way.

We take in air at say, 18 deg. F. and compress it to 60 lbs. pressure; the temperature is then about 260 deg. F. The air temperature is brought down to 60 deg. F. by cooling water. It then expands to a pressure of 15 lbs. (one atmosphere) and reaches the room at about 100 deg. F. below zero.

Heat Units Required

These air machines require about two heat units of work for one heat unit removed from the air.

Now 1 lb. of coal gives out about 12,000 heat units when burnt. For 1 lb. of ice we must have 200 heat units abstracted. With a very efficient gas producer plant we can make this do about 3,000 (heat) units of work. Thus 1 lb. of coal will give us 7½ lbs. of ice.

A drawback of the air machine is the formation of snow. So we use other heat carriers. All liquids do not boil at 212 deg. F. nor demand 1,100 units of heat to boil them under the conditions given above.

Ether boils at 103 deg. F., sulphur dioxide at 14 deg. F., and ammonia at 27 deg. F. below zero, or 59 degrees below freezing point.

A tumbler of sulphur dioxide in this room would boil violently. If surrounded by water it would, as it were, suck heat out of the water and make ice, or cool the air. To boil 1 lb. of this liquid and raise the gas 88 deg. F. would cool the air to an amount equal to 242 heat units.

If sulphur dioxide or ammonia were cheap, plentiful and not unpleasant we could have a simple freezing box.

In the U.S.A. liquid ammonia was supplied to houses and boiled off in coils and then returned to a central station. That was, indeed, cold on tap. If we had cold ammonia pipes in our rooms in Hong Kong in the summer they would rapidly become coated with snow formed from the moisture in the atmosphere.

The Money Problem

It has been mentioned that the first ice machine in Hong Kong produced 4 lbs. of ice per lb. of coal. There have been such improvements in ice-making plants and in the production of power that for a plant for making ice under modern conditions we can obtain better results than 7½ lbs. of ice for one pound of coal.

No one doubts that engineers can produce, by the aid of machines, cold. The ice-blocks that you see daily are the tangible proof. Nobody doubts that engineers, by the aid of machines, can produce mechanical and electrical power. The steamships, the aeroplanes and the electric trains and tramways are the tangible proof.

What a great many people do not know is that every year the cost of production of cold, electrical power, etc., is being reduced. Little grains of knowledge are being added continuously to the mountain of facts which make up applied science. From the study, the drawing office and the workshop, come suggestions for this and that improvement. Commercial competition is like a furnace in which suggestions are relentlessly tested. That furnace either melts gold, so that its value increases enormously. If new ideas are finally incorporated into machines that survive, even for a short time, the heat of that fierce furnace, it is because the machines fulfil some practical demand.

Cost Problems

The two great demands of to-day are (1) the reduction in the cost of transforming the heat of coal or oil into mechanical work and (2) the reduction in the cost of obtaining cold by means of mechanical work, or heat energy.

It is not too much to say that so vigorous has been the effort to meet the first named demand, that the first named demand, that a pound of coal or oil can now be

made to do twice the work done by a pound of coal or oil twenty-five years ago and six times that of a century ago.

There has been also success with the second named demand. It is obvious however that, if there had been no progress whatever, the cost of transforming work produced by the heat of coal into cold, the cost of cold production must have been reduced to at least a half the figure of 1905.

Cold in the House

There has, however, been a great deal of progress in connection with cold production.

So far as the ordinary household is concerned it is not so much the progress in connection with the local central cold production factory that has been noticed, although engineers know of the cost reductions in the ice and cold storage depots. It is the household cold reduction machine, the Kelvinator, the Frigidaire and the Electrolux plants, that interest us.

We have now reached that stage where there are in this Colony about 300 cold production machines at work in houses and clubs. And that is only the beginning.

Let it be said at once that these small machines cannot possibly produce cold as economically as the large machines in the central cold factory; but householders are well pleased with them. It is certain that at no very distant date, they will become as common a fitting in a well regulated household as a gas cooker or an electric fire.

There are three improvements which, when they come about, will place these machines within the reach of a much greater number of householders.

One is a reduction in the price of electrical energy.

The man in London who wishes to use such a machine pays, for the electricity that lights his house, heats his room, cooks his meals and operates his cold production machine, at a rate equivalent to five cents a unit. There will be a greatly increased demand for electrical energy when we have that desirable tariff in this Colony.

Costs Must Come Down

The second improvement will be a reduction in the initial cost of the cold production machine. It is, of course, amazing that you can purchase an enamelled cold storage chamber, an electric motor and a compressor (with automatic arrangements for switching the power on and off as the cold production is required) for a sum of about \$500.

Yet it is as certain as can be that, as time goes on, competition and new methods of manufacture will bring the cost down.

The third improvement is in connection with the machine itself. Some entirely new principle will be evolved to make it possible to produce more cold for the same expenditure of power or heat. There is the demand and the supply will come.

As a mere speculation let us suggest a turbine type of compressor, or heat pump, run at high speed by an electric motor. In these days nobody is satisfied with reciprocating engines and pumps. Many experiments are being made with the turbine type of heat pump and there is reason to believe that they will be successful.

Ice Without a Machine

A most remarkable stage in cold production is the new "Electrolux" plant. There is no moving mechanism whatever. An electric heater or a gas flame supplies the heat needed to raise the temperature (and so the pressure) of the heat carrier which, in this case, is ammonia. Ordinary tap-water, or sea water, carries away the heat at that stage of the proceedings when it is required to pump out heat from the heat carrier (ammonia) after which the ammonia is allowed to expand and cold is at once produced.

This clever invention is very simple. At first sight it appears that at last we have all that is required to produce cold in our houses so that we can always in summer have that ideal atmosphere of air temperature 70 deg. F. and humidity 40.

Unfortunately this apparatus uses quite a lot of heat for the production of cold. There is also the cost of cooling water. The other household cold producers, the Frigidaire and the Kelvinator, use a current of air to cool the heat carrier, so there is no expense of water.

We need not, however, despair. The "Electrolux" is a big step forward. Five years ago nobody thought that such an apparatus was practicable. The fact that the young inventors sold their patents in the United States of America for a large sum of money, to say nothing of the value of the patents in Europe and other places, is proof sufficient that the idea is a good one.

At present, however, the "Electrolux" will not enable us to bear the expense of manufacturing the weather we want in our houses in Hong Kong during the summer.

Where Is The Hope?

Where then is the hope? We might suggest to our friends who produce cold on the mass production method that they should ex-

plore the possibilities of the system installed in the United States. They might work out the commercial possibilities and probabilities of such a scheme. They will probably ridicule it; but all new suggestions have been usually treated that way, machine-made ice, and motor-cars included. Indeed aeroplanes were not only ridiculed; the first suggestions were considered blasphemous by certain rigidly religious people who were also rigidly ignorant of, and recognised nothing Almighty in the laws of Nature.

We may be permitted to imagine a supply of liquid ammonia pumped through pipes to our houses from the cold factory. It is easier to imagine than was the vision of a supply of coal-gas, electric power, and telephones to houses a hundred years ago.

We could collect the money for the scheme to-morrow if we could get a sufficient number of people to guarantee a sufficient consumption of cold from the ammonia. Before it found its way back again to the cold factory through pipes, no longer a liquid but a gas, having been boiled off by the heat from our rooms, it would have done all that we asked of it. It would have abstracted the heat from our rooms and manufactured the weather we desire.

Question of Demand

It is obvious that such a system would have a better chance where there would be a fairly steady demand for about the same supply of liquid ammonia, in other words the cold producer, each day of the year. In Hong Kong there would be no demand on many days of the year.

It should be explained that except for leakages, the ammonia would be used over and over again. It would enter the house in pipes as a liquid, at atmospheric temperature and about 180 lbs. pressure; and leave it as a gas at a much lower pressure and temperature. An enterprising capitalist could use this system in a block of flats. The cold production machine could liquefy the ammonia in the basement.

It must however be confessed that the most hopeful prospect for the immediate future is some improvement in the home cold-producer.

That leads us to consider what it is that we really require our household cold factory to do.

It must, of course, do the comparatively trifling work as a heat pump now done by the ordinary ice box.

In addition it has to keep the atmosphere of our house at about 70 deg. F. and humidity 40.

Actual Figures for Manufactured Weather

During my last long vacation in England I had the privilege of working on this problem in the University of Birmingham, where twenty-eight years ago I worked as a demonstrator in engineering. My time was entirely spent on this problem of manufactured weather in the tropics. The outstanding fact that surprised me more than anything else was the evidence of the great inefficiency of the human machine under tropical conditions as compared with that of the human machine in more comfortable climates.

As a result of my investigations, which now extend over several years, the following practical figures are presented in the hope of arousing interest. They may even stimulate someone, who wishes to benefit humanity in the tropics, to furnish sufficient money to make possible the purchase of apparatus to continue practical experiments.

The following cost figures may be of interest. Let us assume a room 35 ft. long, 20 ft. wide and 12½ ft. high. We calculate to change the air twice a day, or deal with 17,500 cubic feet of air. The dimensions have been chosen as they are about those of a hospital ward. Relief to the sick must appeal to any but the most hard-hearted.

Assuming the atmosphere at 88 deg. F. humidity 100, then to reduce it to and keep it at let us say at about 70 deg. F. humidity 40, we have to take several pounds of water out of air. Heat will be constantly leaking into the room, and heat from the human bodies will also affect the problem. We can, however, be certain that we can get any manufactured weather we desire. What we are not sure about is the cost in Hong Kong. Only experiments can decide that matter.

Assuming that we wish to reduce 17,500 cubic feet of air of 88 deg. F. and humidity 100, to a temperature of 70 deg. F. and humidity 40, we shall have to abstract a great deal of heat. The following rough estimates are given.

Experiments Must Decide
It would cost about \$25,000 for the requisite machinery to be purchased and installed in Hong Kong. With electric power at five cents a unit it might cost as much as \$1,500 a year to run the machinery, making an allowance for depreciation and repairs. It might cost less. Only experiments with local conditions can decide the actual cost.

For a small drawing room in a house the cost would be less, especially if the house were designed to accommodate these ideas. A house is a more difficult affair because of the sub-division into rooms and the many doors.

With the utmost respect for those who have designed and built houses in Hong Kong in the past it must be admitted that there are improvements that could have been made in many houses if weather conditions in this part of the world had been considered carefully by the designers.

We have considered the cost of manufacture of more or less ideal weather viz. air at seventy degrees F. temperature and humidity 40. We should benefit from any conditioning of the air; a drop in ten degrees temperature and less humidity helps a great deal.

Imagine a house with a small room, say about 15ft.x15ft.x12ft. for use as a sort of sleeping porch. It has been estimated that every occupant of a room gives out, at most, seven heat units per minute. There is the problem of removing that heat, and also the heat that leaks into the room from the outside air. The design of the room will affect the problem. If, in the construction of the house, the walls are insulated, the window spaces cut down to the minimum needed for lighting purposes, and the height of the room reduced below that usual in Hong Kong, this latter problem of heat leakage from outside air is much less difficult.

Heat Leakage

In the following case a generous allowance has been made for heat leakage from outside into the room. The walls are not reckoned to be insulated. Calculations show that it should be possible to keep such a room at a temperature ten degrees below the outside air temperature, and at humidity 20 below the outside air humidity with the following equipment. There would be two small freezing plants each using a 1½ horse power motor and suitable expansion coils; also a small fan for taking air out of the room and passing some of it over the coils before sending it back to them. A certain amount of fresh air should be supplied from outside and this would have to be cooled and de-humidified before being mixed with the air that has been withdrawn from the room and cooled. At the most only about ten per cent. outside air has to be so treated.

The actual cost of installing such a plant in Hong Kong is about \$5,000. During the summer months it would probably have to work ten hours a day; the cost for electric power on this assumption being \$1 a day. It would possibly cost about \$200 a year for electric power; probably less.

Such a plant is fitted with thermostat arrangements so that the machine stops when the temperature of the room falls below that fixed. The machine automatically starts up when the temperature of the room is above that for which the thermostat is fixed.

A Remarkable Feature
A very remarkable feature about this machinery is the reliability of operation. Motor-car engines are, nowadays, very reliable. They cannot, however, be compared with these automatic cold producing plants for reliability. Some of these automatic plants have been in operation for several years without being touched.

The proof of the statement that these machines are already being appreciated in Hong Kong is the number that have recently replaced the very unhygienic ice box. They have always given satisfaction.

If additional proof were needed it is found in the sales record of domestic electric refrigerators in America. In 1914 the number was 600; in 1918 it was 1,400; in 1922 it was 10,000; in 1926 it was 250,000; and in 1928 it was 550,000!

As many as 750,000 machines of one make have been sold in various countries. There are now at least twenty different types of such machines.

Conclusion
In the preparation of this paper there has been great difficulty in keeping the subject free from wearisome technicalities and also in limiting the length of the paper.

Whole sections concerning the effect of this climate on human efficiency; detailed calculations about humidity; and the fascinating discussion of possible heat carriers and so forth have been cut out.

The object has been to interest you and possibly others in this greatest of all human problems that faces the dweller in the tropics. It would be gratifying to be able to carry out some experiments on a small scale so as to publish actual figures concerning local conditions.

In proposing a vote of thanks to Professor Middleton Smith, H. E. the Governor said he hoped that Hong Kong might be able to take the lead in most interesting experiments which would be for the welfare of the whole human race. A vote of thanks to His Excellency for presiding was proposed by Mr. W. J. Stokes.

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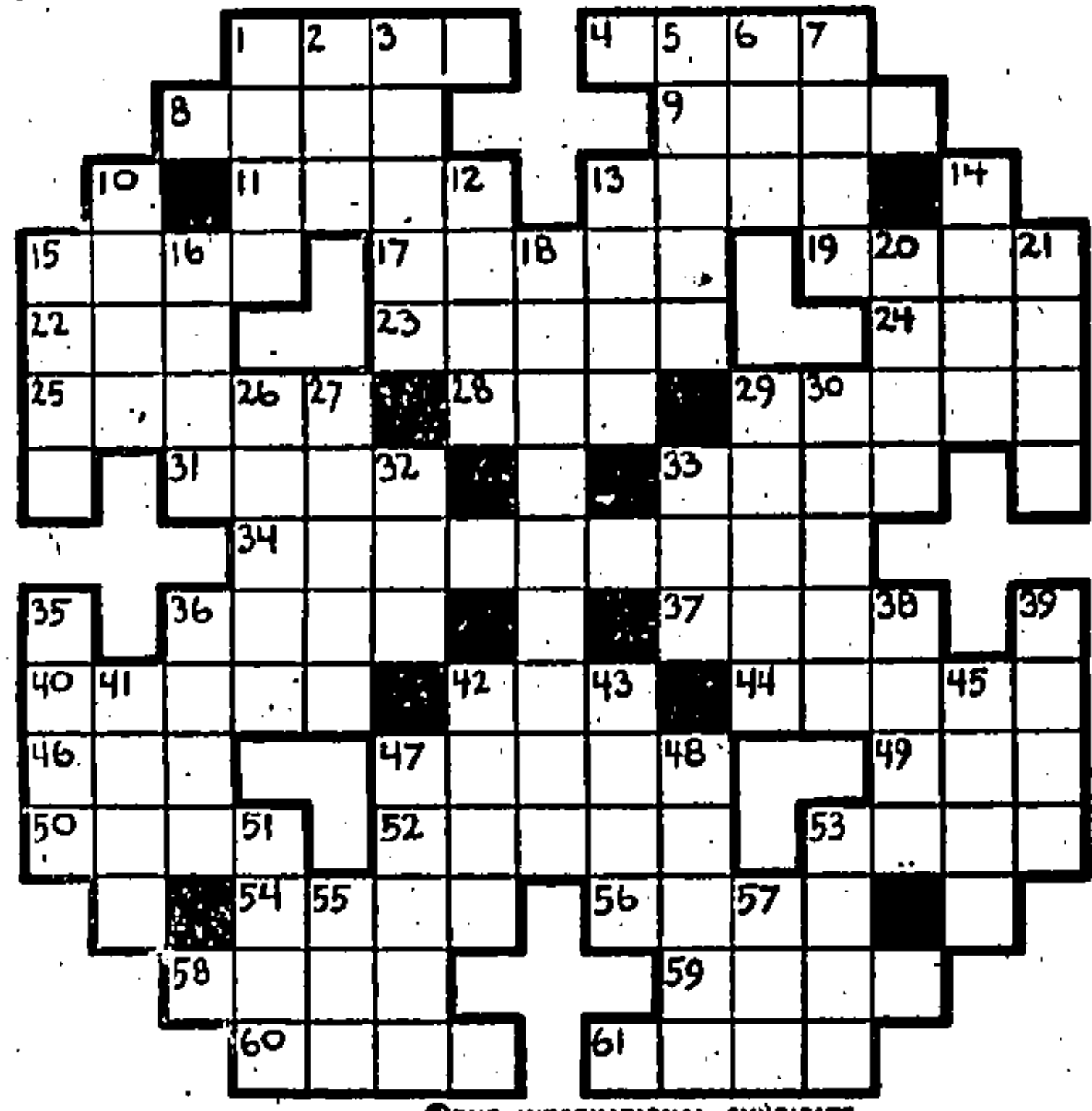
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Combining form.
- 4-Besides
- 6-Winning post
- 9-Every
- 11-Outer garment
- 13-Strip used in building
- 15-Daybreak
- 17-S. American animal
- 19-Verbal
- 22-Habitual
- 23-Diehard
- 24-Reverence
- 26-First name of famous movie beauty
- 28-Age
- 29-Shanks
- 31-Home of the Leaning Tower
- 33-Cast of seeds
- 34-Reckoned
- 36-Coagulate
- 37-One who accepts Yoga philosophy
- 40-Hold
- 42-Container

HORIZONTAL (Cont.)

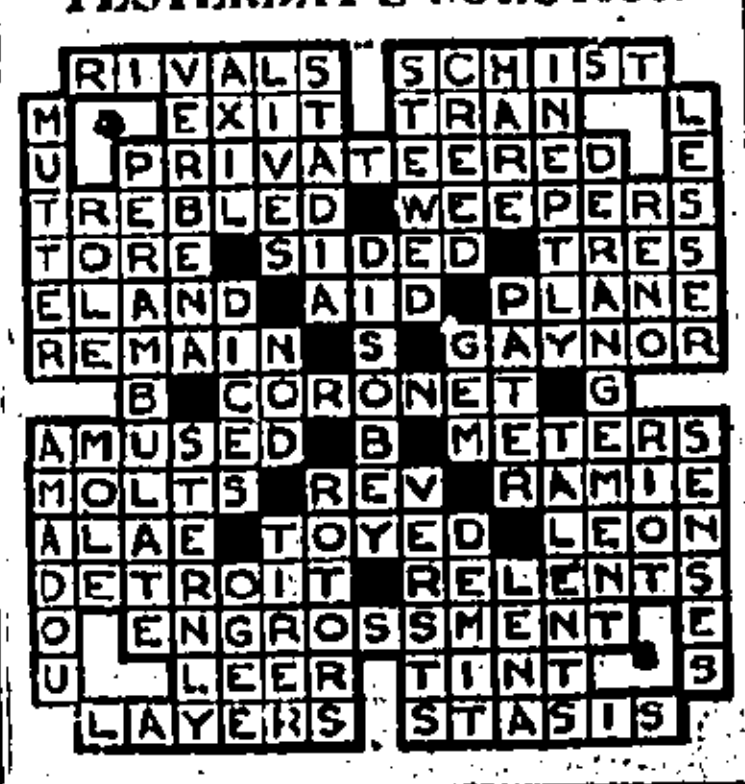
- 44-Shell
- 45-Denotes assent
- 47-Faith of rakes
- 49-Biblical character whose wife looked back
- 50-Satisfy
- 52-Inflict
- 53-Famous labor leader of recent years
- 54-Vacuum
- 55-Narrow strip of linen
- 58-Genii
- 59-Pipe
- 60-Drops
- 61-Curved

VERTICAL (Cont.)

- 13-Italian coin
- 14-Place in chess
- 15-Obligation
- 16-Shed tears
- 18-Rodent covered with spines
- 20-Hostile incursion
- 21-Fear that
- 26-Clock faces
- 27-Famous British race course
- 29-Hadus
- 30-Encircle
- 32-Division of a play
- 33-Ball on the eyelid
- 35-Compensate
- 36-Throw
- 38-Inactive
- 39-Wagers
- 41-Calf meat
- 42-Feathered animal
- 43-Trim
- 45-Asian desert
- 47-Heavy cord
- 48-Flat fish
- 51-Depraved
- 53-Obligation
- 55-Individual
- 57-Play on words

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



TROJAN TOURERS.

SOLID TYRES—
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HONG KONG HOTEL VISITORS

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Mr. P. J. Dildishem.
Mr. K. Fitzmann.
Marshall del Gozzo.
Mr. E. G. Hanaford.
Mr. J. E. Joseph.
Messrs. S. Lord, A. C. Loft, R. de Lajarte, Miss L. Ladus.
Mrs. T. E. Perry, Misses H. Perry, A. Pers, Mrs. R. T. Perry.
Mrs. B. Roure.
Mr. W. Vander Steen, Miss M. F. Sawyer.
Mr. E. Thomas, Mr. and Mrs. F. H. Tuombly.
Messrs. P. P. Whitham, Jean Wilke.

A proposal that women motorcyclists should be eligible to compete in the Motor-Cycling Club's trials was defeated at the annual meeting of the club.

THE WORLD OF BOOKS

GENTLE SNOBBERY

["The Broken Lily," by E. N. Hackett (Cecil Palmer, 7/6).]

Her lover, Hugh Griffiths, is the son of the man who had seduced her mother, and broken her life, and when she learns this, Razel, the rich "lady of the Manor," refuses to marry him, because she is an Aveling, and "the Avelings never forgive." Her thwarted affection finds a new outlet in her love for David, a young clergyman, who was a protégé of her father. She gives him a good living which is in her patronage. This "poor, blinded misguided spirit" longing for the vividly exotic bloom of passion, and in her blindness not seeing the sweetly perfumed rose of love that was ever beside her, determines to marry David, and one evening when "her mood is utterly feminine, and charged with all the allurements that a clinging helplessness has for a strong masculine dominance" she puts into words "all the passionate invitations that has (sic) ever been woman's since Eve first tempted with the Apple of Life." Their marriage is a failure, and David goes back to his first love, the simple fisherman's daughter, and Razel at last realises where her own happiness lies.

Mixed up with this love story is a good deal of rather sickly sentiment about religion, an unconvincing attempt to give the sort of picture of the life of the English clergyman that Trollope has given once and for all, in an atmosphere of genteel snobbery that would have been unpardonable in a "lady novelist" of the 'fifties. The extracts quoted above give an idea of the style. The character drawing is exaggerated to the point of absurdity, and the dialogue stilted and affected in tone, while the narrative is so slow and cumbersome that few readers will persevere and see Razel united to her lover.

A LOVABLE CHARACTER

["The Prisoner in the Opal," by A. E. W. Mason. (Hodder and Stoughton, 7/6).]

Mr. Ricardo, a retired tea merchant, is passionately fond of the red wines of France, and as a result invariably visits the neighbourhood of Bordeaux during the vintage period each year.

One year before setting out on his pilgrimage he meets Joyce Whipple, who asks him to make a special point of visiting the Chateau Sulvac, and there endeavouring to find out exactly what is wrong with Diana Tasborough, the owner. Joyce is, in her own mind, convinced that evil influences are at work which are affecting Diana, and she wishes to counteract them.

Mr. Ricardo undertakes the task and, helped by his great friend, M. Hanean, a distinguished member of the Paris Surete, succeeds in exposing a vile plot to obtain mastery of Diana and her possessions.

A murder of a most revolting type, the abduction of Joyce Whipple, and a description of the blasphemous Black mass are incidents which make the "Prisoner in the Opal" exciting and almost thrilling. The author of "The Four Feathers" has once again given us a readable book and, a most lovable character in Hanean, the French detective, who delights in misusing English idioms.

LAST CENTURY PLOT

["Lady Isobel's Indiscretion," by John Halvewood. (Cecil Palmer, 7/6).]

Here are the ingredients of a novel which might have been written by a very genteel little governess early in the last century, had there been one found who could abandon her mind to write with sufficient vulgarity. The famous tenor Vencetti, who is of course remarkably handsome, goes incognito to be music master in a girls' boarding school; that reads like a parody of L. T. Meade's worst tales, but is all perfectly serious. There is the ill-treated little drudge, who is, naturally, an heiress who has suffered at the hands of the wicked cousin, the heroine is Lady Isobel who masquerades as a gipsy and so wins the love of Vencetti; there is the red-haired "vamp" who murders the little drudge, whom Vencetti has married to save her from torture at the hands of the wicked school-mistress, and—it sounds incredible, but it is the truth—there is the apparent death of Lady Isobel from brain-fever, and her recovery, for she was only in a trance! Further comment is unnecessary; any adequate remark would be too impolite for publication.

BLUE-EYED SIR GALAHAD

["Like a Rose," by Margaret Peterson. (Ernest Benn, Ltd.).]

Jennifer Postle is the only daughter of a beautiful woman, who, to use the phrase adopted by her relatives, is living in sin. On her mother's death she goes to live with an elderly and respectable aunt, whose only son Billy, a blue-eyed Sir Galahad, falls in love with her and she with him. When Billy goes to Africa, Jennifer, too, leaves the aunt, and in order to make a living, goes as nurse to some children in Ireland, but after trial of the boredom of such a post, runs away to London, where she becomes a theatrical star at once, and gives herself to her manager, Harland.

On Billy's return on leave, she abandons Harland and the stage, and hides in Brittany till Billy comes to take her away to Africa. Harland finds her, spends a week end there, and when Billy returns, summoned to her by a telegram (for she has tried to drown herself, and gets pneumonia), and marries her, he discovers the secret of her past life, and she leaves him.

After some years in London and Paris, Jennifer becomes the protégée of a Russian prince. Her last meeting with Billy and her suicide end the story.

It is a pity to write novels like this. Miss Peterson can tell a story, but character drawing has never been her strong point. None of the people in this book is convincing. There is no reason why Jennifer should sell herself. She seems to take that for granted at the time, in spite of vain remorse later. There is no struggle to earn her living except by the oldest of professions. In any case most people will fail to understand, as Billy did, that "the soul of her loved Billy, that she had always kept that soul of hers apart" from her life with Harland. It is impossible to agree with the notice on the cover which describes this book as a brilliant psychological study.

PRIVATE DETECTIVES

["Jennerton and Co." by E. Phillips Oppenheim. (Hodder and Stoughton).]

This is not Mr. Oppenheim at his best. In the series of short stories in which he recounts the varied cases dealt with by the firm of Jennerton and Co., private detectives, probability is stretched often to breaking point, and the long arm of coincidence must have been wearied in their service. Perhaps we are growing too critical of this type of story, now that there are so many really first class detective novels coming so fast from the Press, but it must be confessed that most of us who own to the prevalent weakness for "detective" fiction like to have more of problem to solve. The cases are varied; blackmailers, kidnappers, lunatics, murderers, all seemed to cross Mr. Jennerton's path quite frequently; but on the whole the collection is not worthy of its skilful author.

THE NOVELS

Of the novels most discussed during the year, Mr. Thornton Wilder's "The Bridge of San Luis Rey," an exquisitely-written work, cannot here be discussed, since it was published late in 1927. It was by an American, one more of the many Americans who are beginning to repay their debt to English literature. Mr. Wells, with "Mr. Bletsworthy on Rampole Island," and Mr. Galsworthy, with "Swan Song," reminded their readers of their best works without equalling them. Mr. Bret Young, with "My Brother Jonathan," fortified his reputation as a novelist, careful and elaborate, in the old manner. Mr. Hugh Walpole, in "Wintermoon," wrote what is probably his best book, though it is marred by unsupported allegations, the conservative characters and the reformers both having ideas imputed to them which are never illustrated or justified by practice: the first hypothesis of the book, the marriage, moreover, being one difficult to swallow, granted the characters. Miss Margaret Irwin's "Fire Down Below," though in places interesting, did not quite fulfil the promise of "Still She Wished for Company." The two novels this year which gave most pleasure, were Mr. Henry Williamson's "The Pathway" and Zweig's "The Case of Sergeant Grisch," a German war-novel, remarkable for its fairness, sympathy, strength, and vividness.

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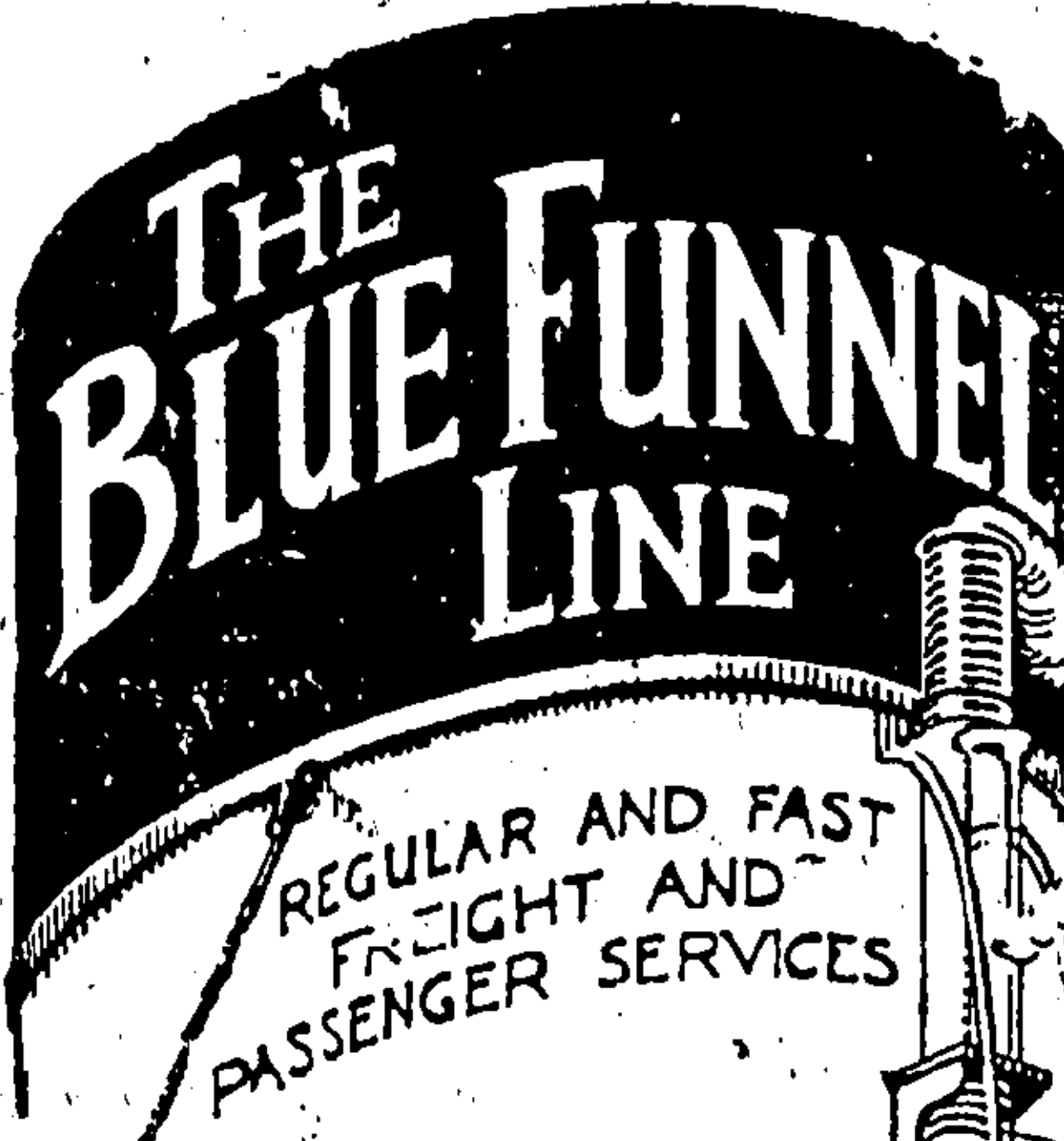
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THE WEEK'S NEWS
ILLUSTRATED.
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HONG KONG, SATURDAY, MARCH 9, 1929.



LONDON SERVICE.

"PATROCLUS" 24th Mar. Marseilles, London, Rotterdam & Glasgow
"GALON" 24th Apr. Marseilles, London, Rotterdam & Hamburg
"ANTENOR" 17th Apr. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"KEPMUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow
"EURYPYLUS" 20th Apr. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA
"PROTERILAUS" 30th Mar. Victoria, Vancouver & Seattle
"TALHYRIUS" 20th Apr. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LAEMEDON" 10th Apr. New York, Boston & Baltimore
"RHEXENOR" 8th May New York, Boston & Baltimore

INWARD SERVICE.

"MERIONES" Due 12th Mar. For Shanghai, Kobe & Yokohama
"AJAX" Due 27th Mar. For S'hai, N'assi, Moji, Kobe & Y'hama

PASSENGER SERVICE.

"PATROCLUS" 20th Mar. Singapore, Marseilles & London
"ANTENOR" 17th Apr. Singapore, Marseilles & London
*Sails at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-

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POST OFFICE NOTICE.

LIST OF VESSELS EXPECTED TO BE IN WIRELESS COMMUNICATION WITH HONG KONG TO-DAY.

Kuiklang, Kalan, Sulsang, Tjipanas, Kaying, Tjisaroca, Ursula Rickmers, Menado Maru, Milo Maru, Hakuho Maru, Oiderkerk, Hokai Maru, Taiping, Talamba, President Garfield, Khyber, Mausang, Menelaus, Tonkin, Cardiganshire, City of Pekin.

INWARD MAILS.

From SATURDAY, MARCH 9.
Manila and Australia Taiping
Amoy Talamba
MONDAY, MARCH 11.
Straits Nagpore
Manila President Taft
U.S.A., Honolulu, Japan and Shanghai President McKinley
Shanghai and Amoy Yunnan
TUESDAY, MARCH 12.
Shanghai Andre Lebon
Saigon Porthos
FRIDAY, MARCH 15.
Shanghai Khiva
U.S.A., Canada, Japan & Shanghai President Jefferson
Europe via Suez (Letters & Papers, London, 14th Feb. and parcels, 7th Feb.) Naldara
SUNDAY, MARCH 17.
Manila Empress of Asia
TUESDAY, MARCH 19.
Shanghai Patroclus

OUTWARD MAILS.

SATURDAY, MARCH 9.
Straits Cardiganshire 1.30 p.m.
Straits City of Pekin 2.30 p.m.
Haiphong Tonkin 2.30 p.m.
Fort Bayard Huong Hoi 2.30 p.m.
Sam Shui and Wuchow Tai Ming 4.30 p.m.
Manila President Garfield 5 p.m.
SUNDAY, MARCH 10.
Shanghai and Europe via Siberia Khyber 9 a.m.
Swatow, Amoy and Formosa Hoan Maru 9 a.m.
Bangkok via Swatow Kwelyang 9 a.m.
MONDAY, MARCH 11.
Swatow Hydrangea 2.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco—due San Francisco, 3rd Apr.—due Europe via Siberia. Parcels (Mar. 11) 5 p.m. Letters (Mar. 12) 8.30 a.m. President Taft

TUESDAY, MARCH 12.
Saigon, *Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 12th Apr. K.F.O. Registration 10 a.m. Letters 1 p.m. G.P.O. Registration 12.45 p.m. Letters 1.30 p.m.
Swatow, Amoy and Formosa Andre Lebon 1 p.m.
Shanghai and Japan Porthos 1.30 p.m.
Swatow Chaksang 5 p.m.
WEDNESDAY, MARCH 13.
Java via Batavia Tjipanas 2.30 p.m.

*Correspondence bearing vessel's name only.

U. S. WAR MATERIAL FOR MEXICO

AN APPEAL

SURPLUS STOCK TO BE SENT TO GOVERNMENT

REBELS CAPTURE JUAREZ

Washington, Yesterday.
The Government has acceded to the Mexican Government's request for the surplus of American war material to fight the revolutionaries.
Juarez Captured.
El Paso, Yesterday.
The Mexican Federals, posted on the top of buildings at Juarez, machine-gunned the rebels arriving by train. Nevertheless the insurrectionists captured the town.—Reuter's American Service.

"WOODBINE WILLIE"

DEATH OF REV. G. STUDDERT KENNEDY

THE POETIC PADRE

London, Yesterday.
The death is announced, from influenza, of the Rev. G. A. Studdert-Kennedy, M.C., C.F.—Reuter.

Why He Was Popular

The British Wireless report says: The death took place to-day at Liverpool of the Reverend Geoffrey Studdert Kennedy, popularly known as "Woodbine Willie." During the war he acted as temporary Chaplain to the forces in France and he was given his famous nickname by tomies to whom he endeared himself by his genuine sympathy and understanding and his unflinching supply of cigarettes of the well-known woodbine brand.

He gained the military cross in 1917, and after the War the King made him one of his Honorary Chaplains.

As padre he spoke to the soldier in a direct manly way, which made an instant and enduring appeal, and the helpful advice he gave to all who asked him made him popular with all ranks of the Army.

His post-war sermons, delivered without the slightest fear or favour, were often slashing attacks on modern social life. They were studied with the forceful, pungent slang of the streets and the trenches. His war experiences had filled him with a bitter hatred of militarism and his sermons often had as their theme the need for peace.

"Woodbine Willie" was only 46 years of age. His death was due to influenza.

[The Rev. G. A. Studdert-Kennedy was known to thousands of troops, and the British reading public, during the Great War, under the name of "Woodbine Willie." Under this pseudonym he wrote "Rough Rhymes of a Padre" which admirably hit off the

SHOT IN CHEEK

GIRL DIES IN HOSPITAL FROM SHOCK

A STRAY BULLET

Wong Mut-tsai, a 10-year-old Chinese girl living at No. 920, Canton-road, Yaumati, died at the Kowloon Hospital at 4 o'clock this morning from shock through being shot in the cheek yesterday.
The unfortunate girl received her injury as the result of an unusual happening in Yaumati in which several shots were stated to have been fired by the Police.
The affair followed the disappearance of three revolvers from the Wanchai Police Station on Thursday night. Yesterday a youth was arrested with one of the revolvers in his possession. As the result of information given by him he was taken to Kowloon to identify others whom he alleged were concerned. A man was pointed out walking in Portland-street, near Dundas-street. He bolted, and chase was given by the Police.
In the course of the pursuit shots were exchanged with the fugitive, resulting in the girl mentioned and two other Chinese children being hit.

The other injured children, a boy and a girl, are in hospital in a more or less serious condition. The hunted man succeeded in getting away.

A second of the three missing revolvers was recovered in King's Park, the arrested youth disclosing its hiding place to the Police.

JUNK PIRATED

FIVE ARMED MEN BOARD CRAFT

NO CASUALTIES

Cheung Fat, master of Taipo fishing junk No. 5383, reported to the Police that his craft was pirated on the morning of March 6.

It was on a voyage from Hit-nan to Taipo and at about noon was in the vicinity of Leong-nam when the pirate craft came alongside. Five men armed with revolvers and rifles boarded the fishing junk.

The fishermen were driven into the hold and imprisoned there. The pirates then sailed the junk to Ma liu river, Taipong district, in Chinese territory, which was reached that same afternoon.

The victims were placed ashore at Nam-wo, whence Cheung Fat made his way to Taipo, arriving yesterday morning. The junk was sailed away by the pirates. Its value is placed at \$274, whilst property on board is estimated to be worth \$57.

spirit of the time. He published several other books.

Ordained in 1908, he was Vicar of St. Paul's, Worcester, from 1914 to 1921, a Chaplain to the King, and since 1922 had been Rector of St. Edmund, King and Martyr, Lambard St.]

EUROPE'S ARCTIC GRIP

STILL STRONG

ENORMOUSLY THICK ICE ON THE RHINE

BALTIC STATES SUFFERING

Cologne, Yesterday.
The milder weather and blasting operations has hardly affected the Rhine ice packs. 2,300 vessels of 11,000 tons and lighters aggregating 4,000,000 tons are lying idle in the river, which is unlikely to be free for traffic in the near future. The ice is enormously thick.

Ice Blockade

Helsingfors, Yesterday.
The Baltic states are suffering heavily by the ice blockade from Danish waters. Stocks of coal are running low and huge quantities of goods for export are accumulating in the ports, awaiting shipment.—Reuter.

Harwich-Antwerp Service
The London North Eastern Railway announce that the full normal service between Harwich and Antwerp will be resumed in both directions from Monday next.—British Wireless Service.

HIS MAJESTY

ENJOYING SPRINGLIKE WEATHER AT BOGNOR

YEAR'S FIRST WARM DAY

London, Yesterday.
The King has passed a good day. Springlike weather conditions with much sun prevailed at Bognor, as throughout the country generally and His Majesty enjoyed the first warm day of the year.

Nurse Honoured

His Majesty has conferred the insignia of the Royal Red Cross upon Nurse Davis (one of the five nurses to whose unrelenting care of the King reference has previously been made).
The King had the medal specially sent from London, as Nurse Davis was going on leave.—British Wireless Service.

CAPTAIN DEWAR

GRANTED A GOOD SERVICE PENSION

"ROYAL OAK" INCIDENT ECHO

London, Yesterday.
A good service pension of £150 annually, from March 1, has been awarded to Captain Dewar formerly of H.M.S. "Royal Oak."—Reuter.
[It will be remembered that Captain Dewar figured conspicuously in the "Royal Oak" incident of about a year ago and the subsequent Count Martial, in which he, Rear-Admiral Collard and Comdr. Daniels were compelled to resign from the Navy. Capt. Dewar was later reinstated.]

Given To a Number of Officers.
The British Wireless telegram states:—The Admiralty has announced an award of good service pensions of £150 a year to a number of officers in succession to officers who have been promoted to flag rank. The recipients include Captain Dewar, who was one of the leading figures in the court-martial that followed the dance band affair in the battleship "Royal Oak."

INTEREST TOO LOW

JAPANESE LOANS MEET WITH BAD RESPONSE

Tokyo, Yesterday.
The result of the South Manchurian Railway Co.'s issue of a conventional loan of Yen 35,000,000 on March 6 is announced as highly unsatisfactory. Public subscription thus far registered barely exceeds Yen 7,600,000. Accordingly, the balance of Yen 28,000,000 will be taken over by the banking syndicate underwriting the debentures of this Japanese railway enterprise in Manchuria.
Equally unsatisfactory are the results reported to attend the issue by other companies, including the Tokyo Electric Co. of Yen 30,000,000 and the Korean Development Bank of Yen 10,000,000.
The bad results are apparently due to the interest offered being considered too low, although the South Manchurian Railway Co. offered 5½ per cent. per annum and the other two concerns 6 per cent. per annum.—Reuter.

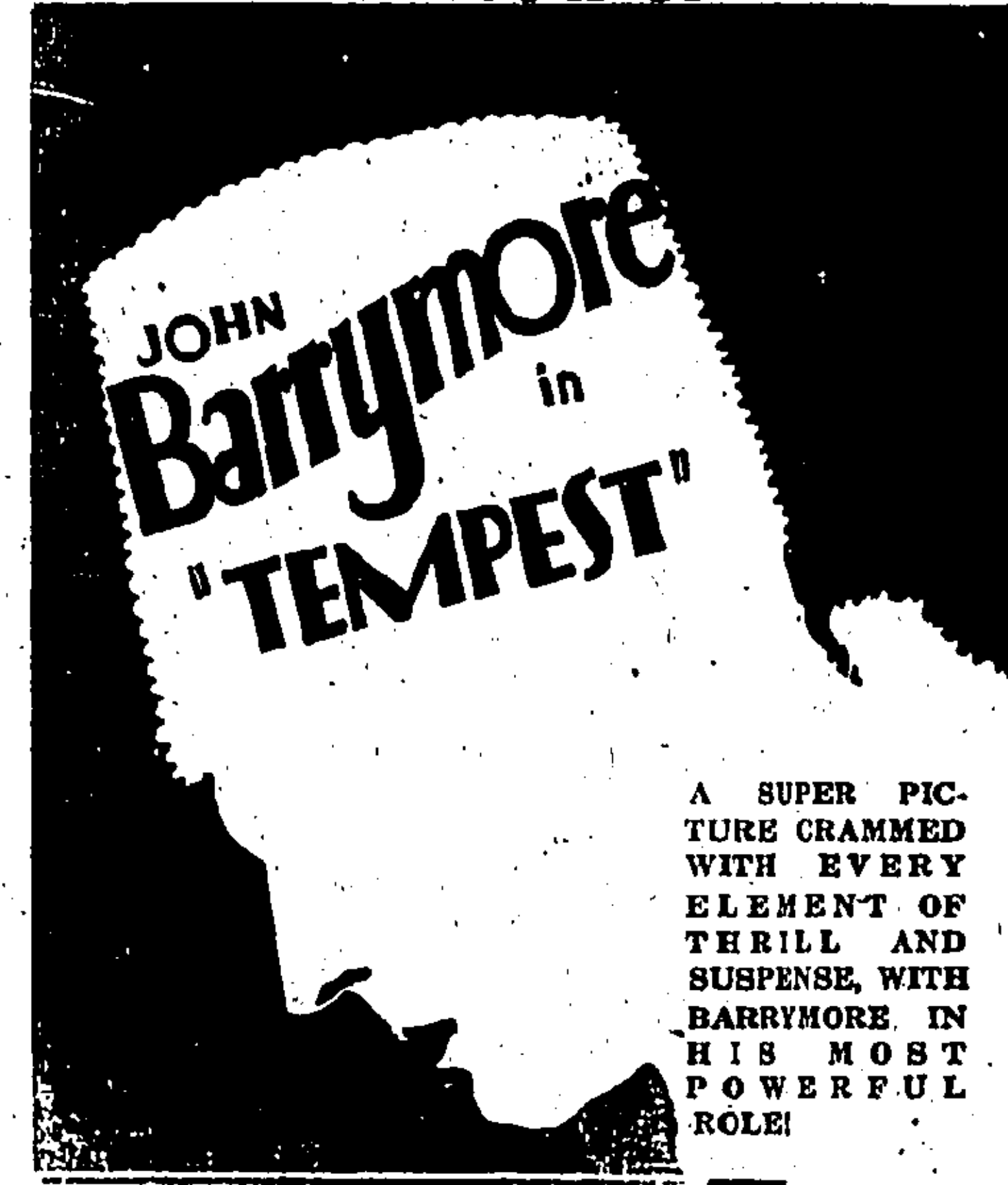
FINAL SHOWINGS TO-DAY

AT 2.30, 5.10, 7.15 & 9.20.

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AT THE MAJESTIC

NATHAN ROAD KOWLOON



SAY "BAYER ASPIRIN" and INSIST!

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